





Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons.....Captain H. D. Jones.  
"POWAN," 2,338 "....." W. A. Valentine.  
"FATSHAN," 2,260 "....." R. D. Thomas.  
"KINSHAN," 1,995 "....." J. J. Lossius.  
"HEUNGSHAN," 1,998 "....." R. D. Thomas.  
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.  
Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons.....Captain T. Hamlin.  
"SUI-TAI," 1,651 "....." G. F. Morrison.  
Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from COMPANY'S WHARF.  
On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.  
Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 3 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,190 tons.....Captain E. H. Grainger.  
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons.....Captain J. Wilcox.  
"NANNING," 569 "....." D. Butchart.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 14th January, 1907.

JAVA-CHINA-JAPAN LINE. REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half February	JAVA PORTS	First half February
TJILATJAP.	JAPAN	First half February	JAVA PORTS	First half April
TJIMAH.	JAVA	First half February	JAPAN	First half February
TJIPANAS.	JAVA	First half February	JAPAN	First half March
TJIBODAS.	JAPAN	First half March	JAVA PORTS	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.  
For Particulars of Freight and Passage, apply to

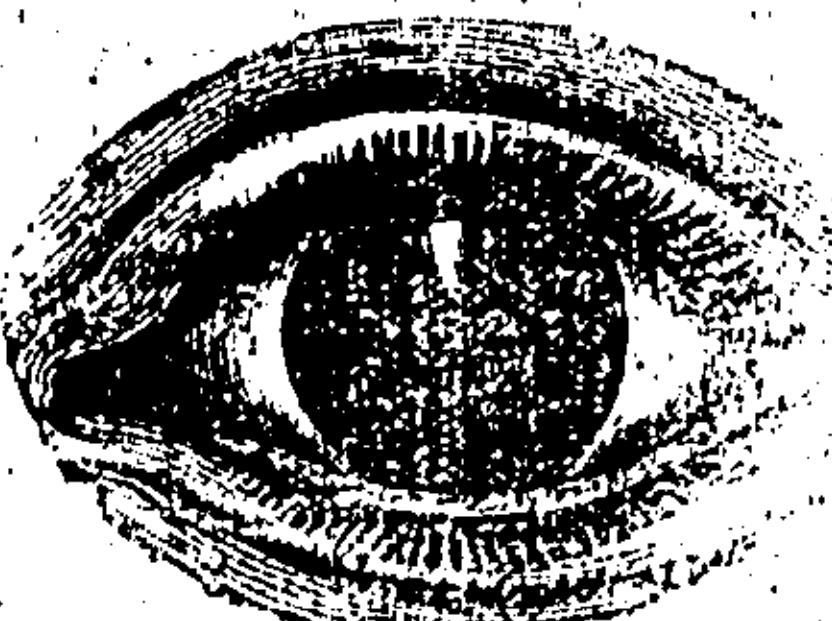
THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LINE

Telephone No. 375.  
YORK BUILDINGS, 1st Floor.  
Hongkong, 30th January, 1907.

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."  
SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.  
THE steamers sail from HONGKONG to SAMSHUI, SHUISHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.  
Fare for the Round Trip .....\$50  
These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
For further information, apply to—  
BUTTERFIELD & SWIRE,  
AGENTS,  
WEST RIVER BRITISH S.S. CO.  
HONGKONG.  
Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
LONDON, CALCUTTA, SHANGHAI,  
81, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road  
Hongkong, 27th November, 1905.

Dentistry.

DR. M. H. CHAN, THE LATEST METHOD OF THE AMERICAN SYSTEM OF DENTISTRY, 37, DES VOUX ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 12th July, 1904.  
THIN TING, LATEST METHODS OF DENTISTRY, STUDIO AT NO. 14, D'ARQUILLA STREET, REASONABLE FEES, Consultation Free. Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES. EUROPEAN LINE.

NORDDEUTSCHE LLOYD, BREMEN.  
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUVA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO SOUTH AMERICAN PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.  
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.  
PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.  
GNEISENAU.....WEDNESDAY, 13th February.  
PREUSSEN.....WEDNESDAY, 27th February.  
PRINZESS ALICE.....WEDNESDAY, 13th March.  
PRINZ LUDWIG.....WEDNESDAY, 27th March.  
ZIEHEN.....WEDNESDAY, 10th April.  
PRINZ REGENT LUITPOLD.....WEDNESDAY, 24th April.  
PRINZ BITEL FRIDRICH.....WEDNESDAY, 8th May.  
BAYERN.....WEDNESDAY, 22nd May.  
PRINZ HEINRICH.....WEDNESDAY, 5th June.  
SCHARNHORST.....WEDNESDAY, 19th June.  
ROON.....WEDNESDAY, 3rd July.

S.S. "SACHSEN," Wednesday, 27th March, conveying H. M. THE KING OF SIAM, carrying second class passengers only.

ON WEDNESDAY, the 13th day of February, 1907, at Noon, the Steamship GNEISENAU, Captain G. Bolle, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 11th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th February, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 12th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£23. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	43. 0. 0.	23. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHORHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG. (Subject to alteration.)

STEAMERS. TONS. SAILING DATES.  
PRINZ WALDEMAR.....3,227.....THURSDAY, 28th February.  
PRINZ SIGISMUND.....3,303.....THURSDAY, 28th March.  
MANILA.....1,790.....THURSDAY, 28th April.

ON THURSDAY, the 28th day of February, 1907, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00
TO NEW GUINEA	£18. 0. 0.	£14. 0. 0.	£10. 0. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00
TO KOBE	\$95.00	\$70.00	\$50.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail 1st Class £97. 0. 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA 66. 0. 0.  
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.  
FOR STEAMERS ABOUT  
YOKOHAMA & KOBE.....PRINZ SIGISMUND.....FRIDAY, 8th Feb.  
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA.....PRINZESS ALICE.....WEDNESDAY, 13th Feb.  
SHANGHAI, NAGASAKI, KOBÉ & YOKOHAMA.....PRINZ LUDWIG.....WEDNESDAY, 27th Feb.  
\* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.  
VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. O. S. S. Co. T. K. K. and from NEW YORK TO EUROPE by the magnificent express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	61. 10. 0.
TO PARIS VIA CHERBOURG	61. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	61. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 4th February, 1907.

MELCHERS & CO., AGENTS.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. Length inside, 514ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.  
No. 2 DOCK. Length inside, 575 ft. Width of entrance, top 60.5 ft.; bottom 45.5 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt  
Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.  
Hongkong, 14th November, 1904.

KOWLOON PIGEON CLUB. THE CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LD.

A SHOW OF PIGEONS and FANCY BIRDS will be held on the grounds of the "KOWLOON HOTEL" on the 13th and 14th of February, 1907. It will be open to the Public from 10 A.M. to 5 P.M., and the adjudge-ment will take place in the afternoon of the 14th inst.

ENTRANCE FEE ONE DOLLAR PER CAGE. All entries to be forwarded to the Hon. Secretary on or before the forenoon of the 12th inst., and Birds in Suitable Cages to be sent to the Kowloon Hotel before 10 A.M. of the 13th inst. Forms of applications and all necessary information can be had from the Hon. Secretary, c/o The Kowloon Hotel.

Some of the leading European Firms have offered prizes, which will be exhibited on the second day of the show.  
J. D. LOGAN, Chairman.  
R. DAVID, Hon. Secretary.  
Hongkong, 1st February, 1907.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.  
GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

SOLE AGENTS for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
EVERY KIND OF SHIPS' STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.  
Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE. LI KWONG LOONG & CO., CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE  
at No. 99, DES VOUX ROAD CENTRAL.  
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.  
Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.  
Messrs. A. S. Watson & Co., Ltd. write as follows:—  
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."  
(Sd.) A. S. WATSON & Co., Ltd.  
ORDERS punctually attended to, and CHARGES most moderate.  
AN INSPECTION INVITED.  
Hongkong, 1st February, 1907.

TIME TABLE. WEEK DAYS.  
7.00 a.m. to 7.30 a.m. ...Every 30 minutes.  
7.30 a.m. to 9.30 a.m. ...Every 10 minutes.  
9.30 a.m. to 11.00 a.m. ...Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ...Every 15 minutes.  
1.15 p.m. to 1.45 p.m. ...Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ...Every 15 minutes.  
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.  
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS. 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every hour.

SUNDAYS.  
8.00 a.m. to 9.00 a.m. ...Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ...Every 10 minutes.  
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.  
12.00 Noon to 1.00 p.m. ...Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ...Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS on Week Days. SATURDAY.  
Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voux Road Central.  
JOHN D. HUMPHREYS & SON, Liquidators.  
Hongkong, 27th August, 1906.

COLD STORAGE. THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.  
Wm. FARLANE, Manager.  
Hongkong, 22nd June, 1905.

NOTICE. THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.  
THE MANAGER, Hongkong Telegraph Co., Ltd.  
Hongkong, 12th September, 1903.



## Intimation.

**Powell's**  
ALEXANDRA  
BUILDINGS.

FOR THE  
RACES.

SMART  
COSTUMES,  
Light Tweeds,

Cream Serges, &c.

COATS,  
Cream Alpaca  
and Serge,  
Tussore Silk, &c.

MILLINERY,  
The very Latest  
from  
LONDON & PARIS.

OSTRICH  
FEATHER  
BOAS,  
White, Grey, Black.

DAINTY  
BLOUSES.

GLOVES,  
FOOTWEAR,  
SUNSHADES,  
&c., &c., &c.

MODERATE PRICES.

Wm. POWELL, Ltd.,

HONGKONG.

Hongkong, 31st January, 1907.

## Intimations.

Messrs. K. A. J. CHO-  
TIRMALL & Co.,  
64, QUEEN'S ROAD CENTRAL,  
LATE No. 8, D'ARQUILLER STREET.

A FRESH CONSIGNMENT OF  
GRASS CLOTH,  
AND  
A VARIETY OF  
LADIES' EMBROIDERED  
DRESSES.  
ALSO  
AN ASSORTMENT OF  
MALTESE SILK LACE and  
COLLARS, &c.

INDIAN RUGS.

AND ALSO

A VARIETY OF

SILKS.

Hongkong, 23rd January, 1907.

PUBLIC HOLIDAY.

IN accordance with Government Notification  
No. 78 the EXCHANGE BANKS will  
be CLOSED for the Transaction of Public  
Business TO-MORROW, the 6th instant.  
Hongkong, 5th February, 1907.

NOTICE.

WITH reference to the visit of H.R.H.  
THE DUKE OF CONNAUGHT,  
Notice is hereby given that Tickets for Admis-  
sion to the Stands erected in the Connaught  
Road, and those erected in the Square to view  
the UNVEILING CEREMONY may be obtained  
on application to the Undersigned.

It is requested that people intending to  
occupy Verandahs which command a view of  
the Ceremonies will not apply for Tickets as if  
they obtain Tickets and do not occupy the  
Seats allotted, others who may wish to be on  
the spot may thereby be deprived from right  
of attendance.

Tickets for Chinese have been handed to the  
Chinese Reception Sub-Committee.

By Order,

T. F. HOUGH,

Hon. Secretary,

Reception Committee.

Hongkong, 2nd February, 1907.

NOTICE.

VISIT OF H. R. H. THE DUKE OF  
CONNAUGHT.

ALL TICKETS for Admission to the  
STANDS having been issued there are  
NO MORE AVAILABLE.

By Order,

T. F. HOUGH,

Hon. Secretary.

Hongkong, 4th February, 1907.

NOTICE.

WITH reference to the visit of H. R. H.  
THE DUKE OF CONNAUGHT,  
notice is hereby given that TRAFFIC WILL BE  
ENTIRELY SUSPENDED along the route from  
GOVERNMENT HOUSE to the SQUARE, and all  
entrances to the SQUARE BLOCKED, at 11 A.M.  
TO-MORROW, the 6th instant. Spectators of  
the Unveiling Ceremony are accordingly  
warned to be in their seats before that hour.

F. J. BADELEV,

Capt. Supt. of Police.

Hongkong, 5th February, 1907.

THE HONGKONG  
STUDIO,

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.  
Hongkong, 15th September, 1903.

AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts, made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Cap-  
sides, Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.

The Superioresse will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1897.

A GRIM TRAGEDY OF  
LABRADOR.

FAMILY DEVoured BY ESQUIMAUX DOGS.

That good old batter with ice and ice-batter,  
the Harmony, is back in the London docks  
again, having provisioned the Moravian mis-  
sion stations on the coast of bleak Labrador.

Much of her early work was done as the  
Lorna D'one. Then, under command of the  
late Capt. Wiggins, she traded in those  
almost inaccessible seas with separate Northern  
Russia from the Pole. In her time she has  
carried fortunes in skins, oils, and minerals.

Through stress of weather she missed get-  
ting her crew back in time for Christmas in  
the old country, and yesterday she lay, fresh  
from her real Arctic experiences, in the semi-  
Arctic regions of dockland. The steel ice-  
cutters which still protected the bows of the  
famous old ship made our weather look more  
formidable than it actually was—yesterday.

FOODSTUFFS AND BRIDES.

The Harmony combines romance with busi-  
ness. In addition to the tons of foodstuffs she  
took out to the missionary stations, she carried  
two prospective brides. One of them found all  
happiness awaiting her; the other, on her  
arrival at Okkak, was discovered to be so  
affected by pulmonary trouble that it was con-  
sidered desirable to land her and leave her un-  
der medical treatment before the ship went on  
to Killisnook, the new missionary station on the  
northern coast of Labrador, where the bride-  
groom was awaiting her.

The disappointed lover must have endured  
an anxious vigil before learning that she had  
left the ship. The Harmony hove in sight of  
Killisnook, and then found her way to the harbour  
barred by ice. For 14 days she battled with  
the floes, scarcely able to make any headway,  
before she was able to communicate with the  
shores, and then another 18 days passed ere the  
vessel could discharge her cargo.

PURSuing LIEUT. PEARY.

One exciting incident of her round of the  
missionary stations was the pursuit of the  
Roosevelt, the ship in which Lieut. Peary has  
reached "Farthest North." When the Har-  
mony touched at Killisnook on the return trip, a  
cloud of smoke, no bigger than a man's hand,  
raised the curiosity of the crew, and on getting  
to shore they learned that Peary has just left  
on his way back to civilisation. He had been  
supplied with provisions from the missionary  
station, and was evidently in a bad way, so the  
Harmony, aided by her auxiliary steam, chased  
the explorer to Hopedale, trusting to be of  
some assistance to him.

Here, again, the smoke of the funnel of the  
Arctic ship silhouetted the horizon as the Har-  
mony came up, and though the pursuit was  
continued to St. John's, Newfoundland, Lieut.  
Peary contrived to keep a port ahead of his  
would-be friends.

A GRUESOME TRAGEDY.

In addition to a most valuable cargo of furs,  
oils, and other products of Labrador which the  
Harmony has brought into London Dock, she  
is the bearer of details of a most horrible tra-  
gedy amongst the Labrador settlers.

To attend the Easter festivities at the Hope-  
dale station about 14 settlers and members of  
their families set out from Davis Inlet. Each  
party had its own sledges and dogs to cover the  
20-mile journey. Some distance out they were  
enveloped in a terrible blizzard. Only 11 parties  
got safely through to take part in the services.

Of the others it was ascertained that a family  
named Lane, unable to face the storm any  
longer, took shelter in a wood. Here a tent  
was erected, and Lane, one of the oldest set-  
tlers in the island, and his family, awaited the  
cessation of the tempest. The rest of the story  
has to be reconstructed from circumstantial  
evidence.

After a few days Lane's dogs turned up at  
Davis Inlet blood-stained and gorged. It is  
the unwritten law that any of these savage  
Esquimaux dogs which has tasted human  
blood must die, and suspicions were so over-  
whelming against Lane's pack that one was  
killed, and a man's ear was found in his  
stomach! The rest were promptly slaughtered.

THE SEQUEL.

Here the matter rested for the time. It was  
generally accepted that Lane and his com-  
panions had perished. Confirmation of the  
fact, however, and the horrible nature of their  
deaths was forthcoming last July, when some  
Newfoundland fishermen exploring the country  
around Davis Inlet came upon the tent stretch-  
ed in the wood and some gnawed human  
remains in it.

An almost similar tragedy occurred within  
sight of the Aegion missionary station. A  
woman slipped and fell to the ground and was  
killed by her sledge dogs before helpers could  
arrive to beat them off. One of these vicious  
Esquimaux dogs was brought home on board  
the Harmony.

Amongst the passengers on the missionary  
supply ship was Prof. Bernhard Hatzsch  
who was charged by the King of Saxony with  
a mission to study bird life in Labrador. He  
has brought back with him 48 specimens that  
are believed to be new to European scientists.

CANADA'S ASPIRATIONS.

One of the things that have impressed those  
who accompanied this latest trip to bleak Lab-  
rador is the effort made by Canada to get a  
footing in the island of Killisnook. Last year  
the Newfoundland flag was formally planted  
there by Sir William Macgregor, but the Ad-  
venturer, a vessel chartered by the Canadian  
Government, has also paid a visit and landed  
50 tons of coal, it is alleged for the Arctic,  
a vessel that took part in the South Pole Ex-  
pedition, but which had not arrived up to the  
time the Harmony left, and was not expected.

This little attention is regarded locally as a  
prelude to Canada claiming rights over the  
islands. It is an important piece of political  
news which is not without value now that the  
external relations of Newfoundland are a matter  
of diplomatic interest.—*Morning Leader.*

## WHAT IS BRIBERY?

THE NEW ACT AND ITS PROVISIONS.

Parliament, last session, prepared for the  
passage of a New Year's gift in the shape of a new  
crime. This new crime is set out in the Preven-  
tion of Corruption Act, 1906, which is appoint-  
ed to come into operation to-day (1st Jan.).

Judges, chambers of commerce, and manu-  
facturers who desire to conduct business on  
strictly honest lines have for the past ten years  
been imploring the Government of the day to  
pass the measure which has at last become law.  
For bribes and secret commissions are held to  
have been making honest trading more and  
more difficult. The Chambers of Commerce  
declared some years ago, after full inquiry, that  
"secret commissions in various forms are  
prevalent in almost all trades and professions."  
The London Chamber of Commerce, conduct-  
ing an investigation on its own account, found  
that architects, engineers, lawyers, chemists,  
doctors, undertakers, stewards, foremen, and  
workmen and clerks in every kind and sort of  
trade and industry, and servants employed by  
hospitals, work-houses, and other institutions  
were all tarred with the same brush.

ENERGETIC MEASURES.

One body of men, however, can decidedly  
claim that an improved state of things now  
exists. The Bishop of London, speaking on  
Lord Russell of Killowen's Bill on the subject  
of commercial corruption, which was before  
the House of Lords in 1899, reminded his  
audience that there had been a time when the  
occupants of the Judicial Bench received  
gratuities from the parties before them. Ah,  
however, they took from both sides, and they  
tried the case upon its merits, he supposed that  
little harm was done. One trembles to con-  
template the probable fate of the man who tried  
to bribe an English judge at the present day.

The new Act deals with the growing evil of  
commercial corruption in a very drastic way.  
Henceforth, if any person employed by or act-  
ing for another—that is to say, any agent—"cor-  
ruptly accepts or obtains, or agrees to accept  
or attempts to obtain, from any person, any gift or  
consideration as an inducement or reward for do-  
ing or forbearing to do, or for having after the  
passing of this Act done or forbore to do,  
any act in relation to his principal's affairs or  
business, or for showing or forbearing to show  
favour or disfavour to any person in relation  
to his principal's affairs or business," he will  
render himself liable to imprisonment up to two  
years, or a fine up to £500.

Also, the Act metes out equal punishment to  
him that gives as well as to him that takes  
such a "gift or consideration."

NO SECRET COMMISSIONS.

Being translated, this provision means that  
bribes and secret commissions given or taken  
in the course of business are henceforth illegal  
and punishable as criminal offences. Some-  
times, again, a false receipt is made out, the  
difference between the amount there shown  
and the real sum being diverted into the  
pockets of the agent by way of a bribe. This  
particular form of dishonesty, also, is rendered  
punishable by the new Act.

Henceforth, therefore, it will be a criminal  
offence for an enterprising but unscrupulous  
firm to try to cut out an honest rival by bribing  
the manager or foreman of the latter's customer  
to find fault with the materials supplied. The  
buyer, also, who demands a secret commission  
as the price of orders from his firm will in  
future do so at his peril. The butcher and the  
cook and the steward, again, will have to be  
careful lest they find themselves in the dock  
by the side of the tradesman who pays them a  
commission and supplies the household with  
goods deficient in quantity or quality at a first-  
class price. It is even possible that to give a  
railway guard a shilling to put a third-class  
passenger into a first-class compartment would  
be an offence under the Act.

TIPPING NOT CORRUPT.

To give a porter or a waiter a tip, however,  
is still quite legitimate; and bankers, solicitors,  
insurance agents, and others, part of whose re-  
muneration is paid by commission, are also  
safe enough; for none of these transactions are  
corrupt in the sense of the Act. It is only the  
transaction that is "corruptly entered into  
that is punishable. In other words, there  
must be a dishonest motive.

The Act is careful to make provision against  
the machinery of the criminal law being put  
into motion for an insufficient reason. It is  
accordingly made a necessary preliminary to  
the institution of a prosecution for an offence  
under the Act that the sanction of the Attorney-  
General or the Solicitor-General shall be ob-  
tained.

The Prevention of Corruption Act, 1906, will  
come as a boon and a blessing to all who are  
concerned in any branch of commerce or in-  
dustry where delegation of authority is neces-  
sary.

## For Sale.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask  
ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag  
ex Factory.

SHAW, TOMES & Co.,  
General Managers.

Hongkong, 2nd October, 1906.

TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid, and  
any other Chemicals.

PRICE 5/6 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & Co.

Hongkong, 10th January, 1907.

## Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitude of infants is a  
want of proper nourishment and enough of it.  
Now-a-days they call this condition by the  
learned name of Anemia. But world change  
no facts. There are thousands of girls of this  
kind, where between childhood and young  
ladyhood. Disease finds most of its victims  
among them. They are too weak and frail to  
resist. Some of them are passing through the  
mysterious changes which lead up to maturity,  
and need especial watchfulness and care. Alas,  
how many break down at this critical period!  
The story of such losses is the saddest in the  
history of home. The proper treatment might  
have saved most of these household treasures,  
if the mothers had only known of

WAMPOL'S PREPARATION

and given it to their daughters, they would have  
grown to be strong and healthy women. It is  
palatable as honey and contains all the nutritive  
and genuine properties of Pure Cod Liver Oil,  
extracted by us from fresh cod livers, combined  
with the Compound Syrup of Hypophosphites  
and the Extracts of Malt and Wild Cherry. In  
building up pale, puny, emaciated children,  
particularly those troubled with Anemia,  
Scrofula, Rickets, and Bone and Blood diseases,  
nothing equals it; its tonic qualities are of the  
highest order. A Medical Institution says:  
"We have used your preparation in treating  
children for coughs, colds, and inflammation,  
its application has never failed us in any case,  
even the most aggravated, bordering on  
consumption. The children like it, and it builds  
up their bodies; many little children owe their  
lives to it." The more it is used the less will  
be the ravages of disease from infancy to old  
age. It is both a food and a medicine—  
modern, scientific, and effective from the first  
dose. It never deceives or disappoints, and is  
the medicinal triumph of our time. "There is  
no doubt about it." Sold by chemists.

HONGKONG, CANTON AND MACAO  
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY  
HALF-YEARLY MEETING OF  
SHAREHOLDERS in the Company will be  
held at the Office of the Company, Hotel  
Mansions, on TUESDAY, the 12th February,  
at 12 o'clock Noon, for the purpose of receiving  
a Report of the Directors together with a  
Statement of Accounts, declaring a Dividend,  
confirming the appointment of a Director and  
electing Auditors.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 30th January to the  
12th February, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,

Secretary.

Hongkong, 21st January, 1907.

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE is hereby given that the ORDIN-  
ARY HALF-YEARLY MEETING OF  
THE SHAREHOLDERS in this Corporation  
will be held at the City Hall, Hongkong, on  
SATURDAY, the 16th day of February, 1907,  
at Noon, for the purpose of receiving the  
Report of the Court of Directors together with  
a Statement of Accounts to 31st December,  
1906.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 29th January, 1907.

HONGKONG AND SHANGHAI BANK-  
ING CORPORATION.

NOTICE is hereby given that the RE-  
GISTER OF SHARES of the Corporation  
will be CLOSED from MONDAY, the  
4th, to the 16th day of February, 1907, (both  
days inclusive), during which period no Transfer  
of Shares can be registered.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, 29th January, 1907.

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-SIXTH ORDINARY  
ANNUAL MEETING OF SHARE-  
HOLDERS will be held at the Offices of the  
General Managers, at 11.30 A.M., on MON-  
DAY, 18th February, to receive a Statement  
of the Company's Accounts to 31st December,  
1906, and the Report of the General Managers.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 8th to the 18th  
February, both days inclusive.

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 2nd February, 1907.

HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF  
SHAREHOLDERS will be held in the  
Offices of the Company, Queen's Buildings,  
New Praya, on MONDAY, the 25th February,  
1907, at 12 o'clock Noon, for the purpose of  
receiving the Report of the Directors and the  
Statement of Accounts to the 31st December,  
1906.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 11th to the 25th  
February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,

Secretary.

Hongkong, 1st February, 1907.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,  
in all kinds of  
JAPANESE FINE ART CURIOS, TEA  
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARNOLD STREET,

Hongkong.

Hongkong, 28th April, 1906.

## Entertainment.

THEATRE ROYAL  
CITY HALL.  
THE  
HONGKONG AMATEUR DRAMATIC  
CLUB  
will present  
A FARICAL COMEDY  
ENTITLED  
"FACING THE MUSIC."

by  
CHARLES HENRY DARNLEY.

ON.

FRIDAY, 15th February, 1907.

SATURDAY, 16th

MONDAY, 18th

at 9 P.M.

Prices... \$3, \$2, and \$1.  
Sailors and Soldiers in uniform half-price to  
Fit Stalls and P.L.

Booking Office at the ROBINSON PIANO CO.  
open on and after MONDAY, the 4th  
February, 1907, at 10 A.M.  
Hongkong, 4th February, 1907.

## To Let.

TO LET.

IMMEDIATELY the spacious premises on  
the Ground Floor of No. 2, PEDDER  
STREET, at present occupied by Messrs.  
HARRIS KEENEY & Co., Ltd.

Apply to—

GILMAN & Co.

Hongkong, 22nd January, 1907.

TO LET.

IN AUSTIN AVENUE, KOWLOON,  
Nos. 2, 7, and 12.

From 1st March, 1907.

Apply to—

COMPRADORE DEPARTMENT,

E. D. SASSOON & Co.

Hongkong, 31st January, 1907.

TO LET.

NO. 6, PEDDAR'S HILL, comprising of  
5 Rooms with Out-houses, occupation  
from 1st proximo.

GROUND FLOOR of No. 4, DES VEXUX  
ROAD including a Strong Room and Servant  
Quarters.

ROOMS on Second Floor



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and  
SHERRIES bottled in Europe have  
been especially selected and pro-  
cured from the celebrated Firm of

C. G. SANDEMAN  
SONS & CO.

London, Oporto and Xeres.

## PORTS.

	Per Case.
DOURO .....	\$15.00
OLD TAWNY .....	18.00
INVALID .....	18.00
ESTRELLA .....	24.00
FIVE DIAMOND .....	27.00
VERY OLD TAWNY .....	42.00
OLDEST & FINEST .....	50.00

## SHERRIES.

	Per Case.
LIGHT DRY .....	\$13.00
SOLERA .....	18.00
VERY PALE DRY .....	18.00
FULL GOLDEN .....	21.00
PALE DRY NUTTY .....	24.00
FINE OLD BROWN .....	36.00

A. S. WATSON &amp; CO., LIMITED.

AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

All communications for publication in  
"THE HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.  
SUBSCRIPTION RATES (IN ADVANCE).  
117-120 per annum.  
Weekly—\$13 per annum.  
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additional \$1.80 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies. Daily, ten cents; Weekly, twenty-  
five cents.

## BIRTHS.

On January 15, at Shanghai, the wife of M.  
KONKOFF, of a son.  
On January 25, at Shanghai, the wife of A. J.  
BEZLEY, Indo-China Steam Navigation Com-  
pany, of a daughter.

## MARRIAGE.

On January 31, at 4 p.m., at Shanghai, Mr.  
A. ROSENBERG and Miss ORPHA LA DONA  
DEAVITT.

## The Hongkong Telegraph

HONGKONG, TUESDAY, FEBRUARY 5, 1907.

## Kobe's Maritime Ambitions.

During the past few years, the majority of  
the seaports in the Far East have been en-  
gaged in considering the advisability of ex-  
tending their harbour and docking facilities  
with the object of attracting a larger share  
of the mercantile marine trade and meeting  
the requirements of the moment. To a cer-  
tain extent the question of improving har-  
bour conditions has arisen through the vast-  
ly increased tonnage of merchant vessels  
plying in the East, but it has also come to  
the fore through the perfectly laudable desire  
to aggrandise the various ports in the Far  
East. In the Straits Settlements several  
schemes are in progress whose sole and  
avowed aim is to secure additional custom,  
the largest proposition being that which was  
adopted by the Straits Government for the  
benefit of Singapore. In Hongkong there  
will shortly be completed a variety of  
schemes which should afford enhanced op-  
portunities for the discharging, loading and  
docking of vessels, but in this case private  
enterprise has been the main if not the only  
factor in the construction of these reproduc-  
tive works. Now, it appears that the authori-  
ties at Kobe have succeeded in inducing the  
Japanese Government to assist in the fur-  
therance of a proposal for the building of  
new quays, which will have the effect of  
reducing the shipping charges and promot-  
ing trade in general. In a memorial which

was presented to the Diet, reference was  
made to the progress which resulted from  
the nationalisation of the railways, in so far  
as internal communications were concerned,  
but regret was expressed that nothing had  
been done for the harbours of the kingdom.  
The memorial went on to say that the com-  
petition between Japanese and foreign ship-  
ping is growing daily more severe, while an  
important event in regard to international  
communications is at hand in the completion  
of the Panama Canal. The improvement  
of Japan's harbours is, consequently, it was  
urged, a matter of great urgency. At its  
last session the Diet passed a resolution for  
the construction of harbour works at  
Yokohama. With regard to Kobe, however,  
only ¥3,600,000 was voted for the connection  
of the communications on land and sea.  
That vote was welcomed as the harbinger of  
more extensive arrangements, but the time  
has come when Kobe, in view of its im-  
portance, claims its right to receive further  
favours. At present, there is a tendency to  
concentrate the harbour accommodation for  
large vessels at certain representative har-  
bours. The whole East, in fact, the  
memorial declares, requires one central  
harbour of universal use, and both from  
geographical position and considerations of  
general convenience, that central harbour  
should be in Japan. Of the Japanese  
harbours, no one will deny that Kobe is the  
most favourably situated for occupying this  
position. Kobe Harbour consequently re-  
quires to be so equipped as to be placed  
among the greatest harbours in the world.  
The idea that Kobe shall become the great  
central emporium of the maritime trade in  
the Far East is somewhat far-fetched,  
especially when it is remembered that the  
Japanese port is not yet within measurable  
distance of being a terminus for international  
shipping. After the original idea of devot-  
ing three and a half million yen for the  
purpose of developing the resources of the  
port had been submitted, an investigation  
took place on the subject of the present  
facilities afforded at Kobe, and it was finally  
decided to set aside thirteen million yen for  
the construction of extensive reproductive  
works. But the cost will be spread over  
several years, the proposal being to expend  
four hundred thousand yen this year, while  
the improvements will proceed until the  
scheme as now adopted has been completed.  
Even then it is believed in Kobe that the  
accommodation for the shipping trade will  
not be adequate for the increased facilities  
required, but on the principle that half a loaf  
is better than no bread the authorities at Kobe  
have expressed their acquiescence in the pro-  
posals of the Imperial Government. Indeed,  
to indicate the enthusiasm of the people in  
the new scheme, it is stated that Kobe will  
undertake to be responsible for one-third of  
the total expenditure, which will certainly  
impose a heavy burden on the residents. It  
will thus be seen that the Japanese Govern-  
ment propose to divert an amount for har-  
bour extensions practically equal to the sum  
which has been earmarked for similar pur-  
poses in Singapore. Whether they will  
succeed in elevating Kobe to the leading  
position in the shipping traffic of the Orient  
is another question. Manila, it must be re-  
membered, is making a bold bid for the  
Pacific trade and will, in the near future,  
employ greater exertions to become a recog-  
nised factor in this direction. It is futile  
to prophesy, but if Hongkong maintains  
her supremacy as the distributing centre  
for South China we fancy there need be little  
need to fear any loss of prestige by the  
advent of a new rival in the North.

## LOCAL AND GENERAL.

The schedule of the forthcoming show which  
will be held under the auspices of the Hong-  
kong Horticultural Society has now been  
issued. The show will be opened on the 26th  
inst. and will continue over the following day.

The dates of the two lectures to be delivered  
by Mr. A. E. Wright, F.S.I., on sanitary build-  
ing construction which will have been taken  
place on Wednesdays, 6th and 13th, have been  
altered to Thursday, 7th, and Tuesday, 12th.

LADIES and Gentlemen attending the Reception  
at Government House on Wednesday, the 6th  
February, at 10 p.m., in honour of T. R. H.  
the Duke and Duchess of Connaught, are requested  
to bring two visiting cards to be handed to the  
A.D.C.'s in waiting.

Government House, 4th February, 1907.  
The 10th Cavalry will leave the United  
States on the transport Dix to relieve the 8th  
Cavalry, now in the Philippines. Information  
to the effect that the Dix would bring the first  
of the coloured regiments of Cavalry has been  
received at Division Headquarters, Manila, on the  
1st inst. The message stated that the  
regiment would bring with it 500 head of  
horses for the Cavalry in the Philippines and  
would come on the Dix on her next voyage.

We are informed that a private telegram has  
been received by the friends of Mr. A. J. Basto,  
Jr., in Hongkong, that that gentleman has  
successfully passed his examinations on Crimi-  
nal Law in London. Mr. Basto, Jr., has been  
in London for the last two years qualifying  
himself for the Bar. He is a son of Mr. A. J.  
Basto, of Macao, and is in the Chinese  
Imperial Maritime Customs Service. Mr.  
Basto expects to pass his final examination in  
May next.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

The eighty-third report of the court of  
directors to the ordinary half-yearly general  
meeting of shareholders to be held at the City  
Hall, on Saturday, the 6th inst., at noon, is  
as follows:

To the proprietors of the Hongkong and Shang-  
hai Banking Corporation.  
Gentlemen,—The directors have now to sub-  
mit to you a general statement of the affairs of  
the Bank, and balance sheet for the half-year  
ending 31st December, 1906.

The net profits for that period, including  
\$1,712,472.37, balance brought forward from  
last account, after paying all charges, deduct-  
ing interest paid and making provision for bad  
and doubtful accounts, amount to \$1,433,102.68.  
The directors recommend the transfer of  
\$750,000 from the profit and loss account to  
credit of the silver reserve fund, which fund  
will then stand at \$11,000,000.

After making this transfer and deducting  
remuneration to directors there remains for  
appropriation \$3,668,102.68, out of which the  
directors recommend the payment of a dividend  
of one pound and fifteen shillings sterling per  
share, which at 4/6 will absorb \$37,222.22 and  
a bonus of one pound sterling per share, which  
at 4/6 will absorb \$355,555.55.

The difference in exchange between 4/6, the  
rate at which the dividend and bonus are  
declared, and 3/4, the rate of the day, amounts  
to \$958,766.01.

The balance \$1,712,558.90 to be carried to  
new profit and loss account.

## NEW CAPITAL.

After careful consideration your directors  
have decided that it is desirable to further in-  
crease the capital of the Bank from \$10,000,000  
to \$15,000,000.

A circular will be issued to shareholders  
shortly, and later an extraordinary meeting of  
shareholders will be called to obtain your  
sanction to the scheme being carried out, when  
your directors will recommend the creation of  
40,000 new shares of \$125 each, to be issued  
to shareholders at the price of £30 each pay-  
able at current rate of exchange, in the pro-  
portion of one new share to two old shares.

## DIRECTORS.

Mr. G. H. Medhurst has been elected chair-  
man for the year 1907 and the Hon. Mr. W. J.  
Gresson deputy chairman.

Mr. H. A. W. Slade having resigned his seat  
on leaving the Colony, Mr. G. Balloch has  
been invited to fill the vacancy; the appoint-  
ment requires confirmation at this meeting.

Mr. A. Haupt, Mr. R. Shewan and Mr. A. J.  
Raymond retire in rotation, but being eligible  
for re-election, offer themselves accordingly.

## AUDITORS.

The accounts have been audited by Mr. W.  
Hutton Potts and Mr. A. G. Wood, who offer  
themselves for re-election.

A. HAUPT,  
Chairman.

Hongkong, 5th February, 1907.

## CANTON DAY BY DAY.

THE LIEUT. TARTAR GENERAL.

[From Our Own Correspondent.]

Canton, 4th February.  
A telegram has been received yesterday by  
H.E. the Tartar General Shou from the newly  
appointed Lieutenant Tartar General Li Kuo  
Chi, stating that he is expected to arrive in  
Canton on the 10th instant to take up his new  
post.

## JUVENILE SMOKING.

The Canton Bureau of Education, acting  
upon instructions from the Ministry of Educa-  
tion ateking, has issued a proclamation for-  
bidding all students of junior ages from smok-  
ing cigarettes. The proclamation set forth all  
the evil effects of juvenile cigarette smoking  
and ordered all teachers of the different schools  
and colleges in the province to strenuously pro-  
hibit all junior students from the evil habit of  
cigarette smoking.

## ATTEMPTED GAOL ESCAPES.

As the new building of the Namhoi gaol is  
in course of construction, the prisoners have  
been placed in custody in different places on  
the night of the 30th ultimo. Nine prisoners  
who have been sentenced to death and were  
kept in the Ng. Sin Lau building, attempted to  
escape by climbing over the wall. Before they  
had accomplished their task, they were heard  
by the watchman. The usual alarm was at  
once raised and the nine prisoners were at  
once recaptured. The Namhoi magistrate  
reported the case to the Viceroy and by order  
of the latter the aforesaid criminals were  
executed on the 2nd instant. They should  
have been executed, but for the official seals  
having been closed, on the 1st instant.

## POLICE UNIFORM.

The Police Department of Canton have  
indented for long-sleeved uniforms for the use  
of the force during the winter and have dis-  
tributed these to the members of the force for  
the cold weather.

## NEW YEAR HOLIDAYS.

The Superintendent of Customs has issued a  
notification that the Custom House will be  
closed for the transaction of business, and ship-  
ment and discharge of cargo will be suspended  
from the 21st to the 15th instant inclusive,  
being the Chinese new year holidays.

## ROBBERIES.

At present the robbers are active and are  
extra daring; they have even attacked official  
yamen. At the night of the 2nd instant some  
rascals entered the building of a petty official  
yamen in Ko Wah Lane, inside the city, by the  
wall, and made off with a quantity of booty.  
No arrests have been effected so far.

## COUNTERFEITERS.

In Patsan on the 2nd instant through in-  
formation received a house was raided and  
twenty-two persons were arrested on the charge  
of printing and issuing counterfeit bank notes.

ANOTHER number of *The Golden* made its  
appearance. It contains, among a great deal  
of reading matter that must be very unpleasant  
reading to many people, a very sympathetic  
reference to the late Mr. Frank Matland, a  
kindly sketch, which we are glad to think is  
rather more truly reflective of the innate good  
feeling of the author than the remainder of the  
contents of the publication, and which cannot  
fail to be appreciated by all Mr. Matland's  
friends.—*Shanghai Times*.

## THE ROYAL VISIT.

SHIPPING COMMUNITY'S DEMONSTRATIONS.

It is reported that the shipping community is  
preparing to give their Royal Highnesses the  
Duke and Duchess of Connaught and Princess  
Patricia a royal send-off when the party leaves  
by the night steamer for Canton. Most if not  
all the principal craft in the harbour will be  
illuminated for the occasion, and there  
will be a perfect fusillade of crackers, while  
the junks are expected to exhibit flares  
and characteristic Chinese lights. The Royal  
party leaves between 10 and 11 o'clock at night,  
and it is probable that special permission will  
be extended to the vessels which intend to  
make a demonstration in honour of the Royal  
visitors, to exhibit their feelings of good-will  
and friendship. As a matter of fact, it is an-  
ticipated that the necessary paraphernalia, such  
as crackers, Chinese lanterns, etc., will be dis-  
tributed by the authorities to those who care  
to apply for them.

DOUBT LAUNCHING AT  
KOWLOON.

STERN WHEELERS FOR TONKIN.

The launching which took place this afternoon  
at Kowloon of the light draft stern wheelers  
*Rubis* and *Saphir* practically completes the  
contract made between the Hongkong and  
Whampoa Dock Co., Ltd., and Mr. Roque,  
representing the Service Fluviale Subventionné  
of Tonkin. The order was for four vessels.  
The *Parle* went on her trial trip on the 18th  
ultimo, the *Emeraude* took to the water during  
the latter part of January, thus leaving two  
more vessels to fill the order. The *Rubis* and  
the *Saphir*—the last two ships—are of the  
same size as the other ships. They are each  
130 feet long, 24 feet broad and a depth  
moulded of five feet.

## AIQY MUNICIPAL COUNCIL.

Minutes of a meeting of the Kulangsu Muni-  
cipal Council, held at the Board Room, on the  
15th January, 1907.

Present:—Messrs. F. B. Marshall (Chair-  
man), C. A. V. Brown, A. F. Gardiner, L. I.  
Thomas, W. H. Wallace, the Health Officer  
and the Secretary.

The minutes of the last meeting were read  
and confirmed.

Application for 30 debentures were consid-  
ered and received an allotment in full.

A report, as follows, is read from the Govern-  
ment Analyst at Hongkong, on the samples of  
milk forwarded to him on the 24th December,  
1906:—Mark "A" from the Kulangsu Dairy  
Co., Mark "B" from Ah-sam, Mark "C" from  
Sing-see, Mark "D" from Eng-hap, Mark "E"  
from Eng-hap, Mark "F" from Chiet-hoi. All  
the above samples are reported on, as follows:  
"The quality of the milk answers the legal  
requirements. Mark G. from Chiet-hoi, I am  
of opinion that the said sample contained the  
parts as under:—

Milk .....	89
Added water .....	11
Mark "H" from Chiet-hoi, I am of opinion that the said sample contained the parts as under:—	
Milk .....	91
Added water .....	9
In the case of Chiet-hoi, as both his samples, taken in September last, were also reported on as containing added water, it is decided to fine him \$5.	

The Superintendent of Police reports the  
following cases have been dealt with in the  
Mixed Court since the last meeting:—Sum-  
monses: Breach of the peace, 1; Debt, 1;  
Illegal possession of land, 1;  
Summary Arrests: Being in possession of  
stolen property, 1; Assault, 1; Theft, 1; Drun-  
kenness, 1.

(Signed) FRED. B. MARSHALL,  
Chairman.By Order,  
C. BERKELEY MITCHELL,  
Secretary, K.M.C.THE ROYAL HONGKONG GOLF  
CLUB.

The monthly competitions for the Captain's  
Cup, was held at Happy Valley from the 2nd  
to 4th February, 1907. The following returns  
were made:—

## CAPTAIN'S CUP.

Mr. G. H. Edwards .....	96-18=78
Dr. L. A. Baies, R.N. ....	97-18=79
Hon. Mr. W. J. Gresson .....	96-14=82
Lt. C. B. Down .....	89-6=83
Dr. G. M. Harston .....	91-10=84
Mr. J. Douglas .....	94-10=84
(27 entries).	
POOL.	
Lt. R. M. Crosse .....	87-12=75
Mr. G. H. Edwards .....	96-18=78
Hon. Mr. W. J. Gresson .....	96-18=78
Lt. C. B. Down .....	89-6=83
Mr. J. Douglas .....	94-10=84
(30 entries).	
Winner of Cup. * Winner of Pool.	

The fourth dance of the Scottish Masonic  
Quadrille Association was held last evening in  
the City Hall and proved a very enjoyable  
function, so thoroughly well was every arrange-  
ment organised. Preparations having already  
commenced for the visit of the Duke of Con-  
naught to the Grand Lodge to be held at the  
City Hall, the decorations were truly marvellous  
in their detail. The grand staircase was beauti-  
fully decorated with huge palms and ferns  
whilst at the landing was the familiar masonic  
design of the square and compasses. The  
Committee have done well in retaining the  
Calcutta String Band, for from a dancer's point  
of view there is no better music to be obtained  
just now in the Colony. Last night the waltz  
music was highly appreciated. Despite the  
fact that owing to the visit of the Duke it was  
found necessary to advance the date a few days,  
and although it followed so close upon the  
Volunteer Ball, there was a very full muster of  
members and guests. Dancing continued  
until two o'clock, when a special ferry con-  
veyed the Kowloon residents homeward. The  
next dance on the 7th March will be a "Regatta  
Dance" and the season will close with a fancy  
dress "Cotton Ball" on 3rd April.

## BIRDS' NESTS IN COURT.

JUDGMENT FOR DEFENDANTS.

At the Supreme Court this morning his  
Honour the Chief Justice delivered judgment  
in the case in which the Mao Shen Wo used the  
British India Steam Navigation Co., for the re-  
covery of \$1,863, being the amount of cost, freight  
and insurance on six cases of birds' nests which  
were not delivered.

Mr. M. W. Slade, and Mr. Calkrop, instructed  
by Mr. G. K. Hall Branton, of Messrs.  
Branton and Hatt, appeared for the plaintiffs,  
the defendant company being represented by  
Hon. Mr. H. E. Pollock, K.C., instructed by  
Mr. G. Hastings.

## THE JUDGMENT.

His Honour said the plaintiff or his agent  
shipped on board the defendant's vessel some  
cases of white birds' nests: he received some  
cases of peanuts. He therefore alleges that  
the defendant has not fulfilled his contract of  
carriage, as it is expressed in the Bill of Lad-  
ing, and seeks to recover the value of his birds'  
nests. The case is manifestly of great public  
importance. On the bare statement of it, it  
much resembles the too common occurrence,  
to which all of us have been subject, of a case  
of wine shipped and on arrival being found  
to contain a certain number of bottles of  
water: the case being in fact delivered  
as shipped "in good order and condi-  
tion," showing no external marks of damage.  
This case however presents this peculiar fea-  
ture, that their cases when landed did show  
external signs of not being in good order and  
condition: the claim is, however, not for  
damaged goods, but for non-delivery of goods  
as shipped, and the question is how far this  
affects the cause of proof as it results from the  
two conditions contained in the Bill of Lading,  
"shipped in good order and condition," and  
"weight, contents and value unknown." The  
point thus raised did not seem to have been  
expressly decided.

The shipowners relied in the first place on  
another condition of the Bill of Lading. "This  
Company is not to be responsible for damage,  
evaporation, etc., leakage or breakage, or other  
consequence arising from errors, omissions,  
absence of marks, or from the insufficiency of  
the address, or packing, internal or external,  
or for the condition or contents of re-shipped  
or re-exported goods."

The plaintiffs had ordered six cases of birds'  
nests from a firm in Batavia. They were  
shipped by the s.s. *Van Rebeck*, not a through  
Bill of Lading to the plaintiffs in Hongkong,  
but on a Bill of Lading to the Ban An Hoh,  
a firm in Singapore who forwarded them to  
the plaintiffs by another steamer on a separate  
Bill of Lading.

It was necessary to see what this exception  
in the Bill of Lading really means. In the  
first place its grammatical construction does  
not warrant the linking of the word "damage,"  
with the last sentence which refers to re-shipped  
or re-exported goods; therefore he was  
unable to adopt the suggested construction that  
the exception protects the shipping company  
only from damage resulting from the fact of  
re-shipment or re-exportation. If damage results  
from this it seems probable, though his Hon-  
our expressed no opinion on the point, that  
the liability would have to be determined  
by other principles. It was of course the  
under this clause of the Bill of Lading  
the shipowner claims a complete exemption in  
the case of re-shipment or re-exportation, and  
that it must be read thus:—"The Company is  
not to be responsible for the condition or con-  
tents of re-shipped or re-exported goods." If  
the words of this exception are properly under-  
stood, the reason for its introduction is ap-  
parent: whether the onus of proof be on the  
ship or the shipper, the practical difficulties in  
the way of proving where damage was actually  
caused, whatever the damage may be, by the  
goods having been in different ships, not  
necessarily belonging to the same company,  
is obviously so great that the shipowner  
receiving re-shipped or re-exported goods  
declines to accept any responsibility what-  
ever. These words must be used either  
in their ordinary sense, or in a sense  
restricted by the conditions of the business  
with regard to which they are used.  
The terms were consistent with the custom of  
shipping, which is reasonable, which meets  
entirely the special risks which the shipowner  
desires to avoid, which moreover cannot be  
misunderstood, and which therefore supposes  
the parties to be *ad idem* when the contract for  
carriage is entered into. Re-exporting in the  
bill of lading has a definite meaning: it refers  
to goods which have been entered at, but have  
not passed the customs: have not paid duty,  
but remain on the customs premises, either  
wharf or warehouse, till they are re-exported.

A through bill of lading is of course the com-  
monest case in which there is re-export or re-  
shipment in this limited sense. But such a  
bill of lading is not essential to bring the case  
within the exception: nor even that there  
need be a continuous voyage. Where there  
are import duties it is obvious that such  
goods will not be passed through the cus-  
toms except by special arrangement. In  
such circumstances the term "re-export" has  
a very definite meaning: and so also, the cus-  
toms being non-existent, has "re-shipment."  
The shipowner may, if the circumstances seem  
to him to justify it, insist on making the re-  
shipment exception part of the contract, and  
shipper may accept of it as he pleases.  
Much stress was laid on the fact that although  
the voyage qua shipboard was not continuous,  
yet that *qua* consignment it was: for the goods  
were ordered to be sent from Batavia to Hong-  
kong, and were in fact so sent. Only the  
voyage was broken, and an intermediate  
delivery taken at Singapore. So far as the  
facts are concerned it is clear that the goods  
were taken from the *Van Rebeck* to the  
godowns of Ban An Hoh; beyond this it is  
not necessary to go. It might possibly be  
that the right of stoppage or transship-  
ment destroyed by this taking delivery. But the  
two things rest on an entirely different basis:  
and his Honour was of opinion that this is not  
a case in which the shipowners can rely on the  
exception. The clause runs thus:—"In all  
cases and under all circumstances, the liability  
of the Company shall absolutely cease when  
the goods are free of the ship's tackle, and  
thereupon the goods shall be at the risk for all  
purposes and in every respect of the shipper or  
consignees." This must refer to the case where  
delivery is taken by the consignee, and not  
hardly tempt the shipowner in cases where,  
although the cargo has been landed, his char-  
acter of carrier has not been changed to that of  
warehouseman.

After quoting authorities at some length,  
and further remarks on the meaning of the  
terms of the exceptions in the Bill of Lading,  
his Honour passed judgment for defendants,  
with costs.

## THE HONGKONG TELEGRAPH.

SERVICE.

## CAPTAIN HAYES' ACTION.

AWARDED DAMAGES FOR WRONG  
FUL DISMISSAL.

[From Our Own Correspondent.]

Shanghai, 5th February,

2.40 p.m.

Captain Hayes, of the steamship  
*Culmore*, has been awarded, by the  
Supreme Court, the sum of \$600 as  
compensation for wrongful dismissal.

## HYGIENE EXAMINATION.

PRESENTATION OF PRIZES.

H. E. the Governor having again kindly of-  
fered prizes for the encouragement of the study  
of hygiene, examinations were held on the 3rd  
December, last, at which all the principal  
Government and aided schools in the Colony  
completed.

His Excellency presented the prizes to the  
successful candidates at Government House to-  
day at noon. They were as follows:—

## ADVANCED COURSE.

Lau Lu-Ching ..... Ellis Kadoorie School \$50  
Carlos Sequeira ..... St. Joseph's College ..... 60  
Wan Shuk-ching ..... Bellissimo School ..... 20  
Chan Chiu-yan ..... Diocesan Boys' School ..... 20

## ELEMENTARY COURSE.

The successful team of ten competitors  
came from the Diocesan Boys' School, which  
thus becomes the holder of the shield for "one  
year." Prizes were also given for the best pa-  
pers in the winning and the two next teams,  
and were awarded to the following:—  
Manuel Leitao ..... Diocesan Boys' School, \$30  
Alice Brandt ..... Italian Convent ..... 20  
Flora Rozario ..... Bellissimo Public School, ..... 20

## DIED FROM FRIGHT!

COOLIES' WONDERFUL DEFENCE IN COURT.

Two coolies and an aged farmer, the " trio  
residing at Aberdeen, were ordered by Mr. F.  
A. Hazeland, at the Police Court this morning,  
to be held in police custody until Friday, next,  
when it will be up to them to show cause why  
they should not be punished—the coolies for  
removing a dead body for burial without the  
sanction of the Sanitary Board, and the farmer



## TELEGRAMS.

[Reuter's.]

**The King and Queen in Paris.**  
LONDON, 3rd February.  
As their Majesties are travelling incognito there was no official reception at the station on their arrival.

**The United States and Japan.**  
Several American newspapers are printing the wildest articles on the prospects of war with Japan. It is alleged that Japan has practically presented an ultimatum.

The Washington officials condemn the revival of the war talk, which they say is utterly unwarranted.

Later.

## Turkey.

Baron Marschall de Bieberstein, the German Ambassador in Constantinople, has been received in audience by the Sultan. The chief subject of conversation was the crimes of Fehim Pasha, and the result, the appointment by the Sultan of a special Commissioner to examine the charges against the Pasha.

Fehim Pasha has become an object of terror to everyone, and in the meantime parades the streets ostentatiously.

## SANITARY BOARD.

The bi-monthly meeting of the Sanitary Board was held in the Board-room this afternoon, when the following business was transacted:

## QUESTION OF CUBICLES.

An application was submitted to the Board by the tenant of No. 55, Connaught Road Central, to be allowed to retain three cubicles on the first floor of that house.

Hon. E. A. Hewitt minuted: If the house has been built after the passing of the new ordinance no hardship is entailed by the absence of cubicles, as the man was, presumably, well aware of the law at the time the plans were drawn up.

The Hon. the Registrar General minuted: The cubicle question will never be settled so long as houses are allowed to be built which are uninhabitable by more than one family without partitions of some kind.

## QUESTIONS BY MR. HUMPHREYS.

Pursuant to notice Mr. Humphreys asked: 1. Has the Medical Officer of Health ever recommended any Chinese houses for total exemption from the provisions contained in sub-section (1) of section 175 of the Public Health and Buildings Ordinance of 1903? If so, why did he make such recommendation when (as he now states) he does not regard any domestic building as perfectly sanitary which is not provided with an open space exclusively belonging to such building?

To which the Medical Officer of Health replied:—Dr. Clark has recommended one house for total exemption from the provisions contained in sub-section (1) of section 175 of the Public Health and Buildings Ordinance of 1903. This house is a small triangular building of two storeys, at the corner of Yee Wo Street, numbered 63, and can only legally accommodate more than two persons on each storey. The reason given was that the house was so small, and Dr. Clark pointed out to the Board at the time that the best way to deal with it was to let the owner to let No. 61 (which has a backyard), and No. 63 jointly as one dwelling, but that the Board had no power to enforce this suggestion.

Mr. Humphreys then asked:—2. Has the Board (with the consent of the Governor, in Council) ever granted Chinese houses total exemption under section 175 of the Public Health and Buildings Ordinance of 1903, upon the recommendation of the Medical Officer of Health?

The Medical Officer of Health replied:—The Board has granted total exemption, under section 175, to 17 Chinese houses on the recommendation of Dr. Barnett, to 17 Chinese houses on the recommendation of Dr. Pearce, and to 79 Chinese houses on the recommendation of Dr. Macfarlane.

## DAIRY FARMS.

A letter from the Secretary of the Dairy Farm Co., Ltd., was submitted to the Board, recommending that in future no licences be granted for the establishment of dairies, which would be so established in the vicinity of dairies already operating, and requested the Board to bear this recommendation in mind in view of possible future applications for such licences.

## FIRE NEAR THE MARKET.

## ONE FLOOR GUTTED.

Shortly after eight o'clock this morning a fire broke out on the first floor of No. 21, Hing Loong Street, a two-storeyed building, west of the Central Market. The ground floor of the premises is used as a tinsmith's shop, the upper floor being occupied by a family, who were away at the time. The only person left to look after the house was the cook and he at eight o'clock this morning lit the stove before locking up the house to go to the market to purchase the day's provisions. It was during his absence, as we are informed, that the stove became overheated and the floor took fire. The alarm was given by the occupants of the ground floor and the fire brigade station being close at hand the engines were on the scene very promptly. The main door of the flat had to be destroyed before the firemen could gain admittance. The flames then had a good hold on the premises. After a hard battle the firemen were successful in confining the flames to the first floor, which was gutted, the ground being damaged only by water. The premises are reported to be uninsured and the amount of damage done is not known.

## THE HONGKONG TRANSPORT AND TRADING CO., LTD.

## SCHEME OF AMALGAMATION.

An extraordinary general meeting of the "Shell" Transport and Trading Company, Limited, was held at Winchester House, Old Broad-street, E.C., on 31st Dec., to consider the following resolution:—"That the company do hereby authorize the directors to enter into such agreements as may be desirable to carry into effect the scheme for amalgamation between the company and the Royal Dutch Petroleum Company, Limited, which has been signed by Sir Marcus Samuel and Mr. Deterding, dated September 12, 1906, with such modifications, alterations, and additions as the Board may determine, and to concur in the formation of the two companies necessary to carry out such scheme, and to do all other things which may be desirable for that purpose." Sir Marcus Samuel presided. Mr. E. A. Smith Rewas having read the notice convening the meeting.

The Chairman said: When we last had the pleasure of meeting the shareholders I fore-shadowed the conclusion of an agreement for the amalgamation of the interests of this company and of the Royal Dutch Petroleum Co., Limited, the principles having been agreed at a meeting at The Hague in July between a committee of our board and of the Royal Dutch. A provisional agreement has been actually signed by Mr. Deterding, managing director of the Royal Dutch Petroleum Company, and by myself. A vital preliminary was the investigation of the properties and of the liabilities of the respective companies, and I am happy to say that these, as was to be expected, are proving satisfactory to both parties and the agreement has been accepted in principle by both Boards, so that, subject to the settlement of necessary details, and to the formal consent of the shareholders of both companies, we may hope to see the scheme carried to completion on or before March 31. In order not to lose the great advantages accruing from the very moment of joint working, steps are already devised which will make this come into operation for practical purposes from Jan. 1, 1907, although the accounts must be kept in such a fashion that should, by any chance, the amalgamation not be carried through, an adjustment between the companies will be feasible. Before giving you the actual details of the agreement which has been open for inspection by shareholders at the offices of the company for the last two days, I will point out to you the principal reasons why an amalgamation between the two companies is a matter of urgent necessity to both.

The Nederlandsch Indische Industrie en Handel Maatschappij, owned by the Shell Company, have erected at enormous cost a refinery capable of treating at least 12,000 tons of crude oil per week, together with adequate storage. They, in common with other contracting producers, market their oil through the Asiatic Petroleum Co., Ltd., in which the Shell Company hold one-third of the shares, the Royal Dutch Company one-third, and Messrs. Rothschild and their friends one-third. The quantity of oil deliverable to the Asiatic Company by each party is limited by agreement, and the minimum quantity which the Nederlandsch Indische is entitled to supply would not suffice to keep the refinery at full work. The Royal Dutch Company have developed a production of oil of their own in Koetei, adjoining our territories, which, if they wanted to refine upon the spot, would necessitate the erection by them of a refinery, and tankage at great cost, and which would be a useless duplication of the already existing facilities. Although selling through the same medium, the two companies are still practically competing with one another, since their interests constantly conflict. The Royal Dutch have erected a plant which is turning out about 500 tons of paraffin wax per month, and the product is finding a ready sale. This plant is, however, erected in Sumatra, whereas the oil containing the most valuable paraffin is produced in Borneo. Whether this amalgamation goes through or not, the Shell Company intend to forthwith erect a plant capable of turning out 1,000 tons of paraffin wax per month, experience having shown beyond any possible doubt that the crude oil available for this purpose is forthcoming. Failing an amalgamation, the Royal Dutch would also erect a plant in Koetei, and there would be constant competition and friction between the two companies, nor would such competition tend with this one product, since, owing to scientific investigation, most valuable properties have been discovered in our Borneo benzine, and certain plant has to be erected to treat it, and here again we should find ourselves in competition with our associates. The great experience acquired by the Royal Dutch in their experimental work, leads us to frankly recognise the value of their co-operation. The union between us as it exists at present is a terminable one. It was made originally only for 20 years, and a sufficient period has already expired to cause the directorate of both companies to consider what is to happen at the end of the time, and with such a question perpetually before one, it is very obvious that the interests of the business as a whole suffer to an extent which can only be realized by those practically conducting it. This has weighed with overwhelming force in inviting the shareholders of both companies to the amalgamation upon the lines now proposed. These are briefly, that new companies will be formed for the purpose of acquiring (with certain exceptions) the entire assets and undertaking of the Royal Dutch Company and the Shell Company as on Jan. 1, 1907.

The Royal Dutch is to have an interest of 60 per cent. in the new company or companies, and the Shell Company an interest of 40 per cent., and those companies are to have the right of nominating directors of the new company in proportion to their interests. The new company is to have a working cash capital of £500,000, which is to be provided by the Royal Dutch Company and the Shell Company in the proportion of 60 per cent. and 40 per cent. [Continued on page 6.]

## THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

The report of the board of directors to the ordinary half-yearly meeting of shareholders to be held at the Office of the Company, on Tuesday, the 12th inst., at noon, states:—

The directors beg to submit to the shareholders the report and statement of accounts for the half-year ending 31st December last. After paying running expenses, salaries, premia of insurance, repairs, balance of \$15,000 special repair account brought forward from last half-year and all other outgoings, there remains, including \$5,464.97 carried forward from last account the sum of \$100,170.08 in credit of profit and loss account. From this amount the directors recommend that a dividend of one dollar per share or \$80,000 be paid to shareholders, leaving a balance of \$20,170.08 to be carried forward to new account.

The disastrous typhoons of September caused the stranding of five steamers of the Company's fleet, with paralyzing effects to the service, which were further accentuated by the burning of the China Navigation Co., Ltd., steamer *Hankow* on the 13th October.

The financial loss to the Company has been very heavy although 70% of the book values of the vessels were covered by insurance. The cost of all repairs by typhoon damage and otherwise, including cost of salvage of the steamers *Hengshan*, has been delayed out of the earnings of the half year, except the cost of repairs to *Hengshan* which only being completed at end of January will be chargeable to the first half year of 1907.

Immediately following the 18th September there was a shortage of tonnage on the river, but since then the competition has been as fierce as ever, and Chinese freights have ruled very low.

The Pool Agreement with the China Navigation Co., Ltd., expired at the end of last year, and, while renewing it, your directors entered into an agreement with that Company to dispose of our 4th share in the steamer *Fatshan* to them on the basis of a total valuation of £15,000 which came into effect on the 31st December. This sale leaves a small profit to us on book value, as you will see in the accounts. It was also agreed that the China Navigation Co., Ltd., should purchase from us a 4th share in the *s.s. Powan* in order that she may be jointly worked as a spare boat or freighter, and that she should be replaced in the pool working on the Canton Line by the Company's steamer *Hengshan*.

The Pool Agreement between the China Navigation Company and ourselves extending over a period of 10 years has now been signed and executed. The transfer of 4th share in the steamer *Powan* has been made and will appear in the account of the first six months in 1907.

In order to replace the steamer *Hengshan* on the Macao Line, and recognizing the necessity of two smaller and more economical vessels for the trade, your directors purchased from the Hamburg-America Linie the two river steamers *Sut-An* and *Sut-Tai*. They have been running on the line since the 11th instant and are working very satisfactorily. These changes have been decided on after very careful consideration on the part of your Board and in the best interests of your Company.

The working of the West River Service continues to be unprofitable and your directors in agreement with other joint owners decided to sell the stranded steamer *Tak Wing*. The loss on her book value of our 1/3rd share amounts to \$14,105.39, but we hope to recover the sum of \$2,466.66 for estimated cost of repairs and salvage from Underwriters.

Mr. E. R. Fuhrmann resigned his seat at the Board upon leaving the Colony, and Mr. C. Thiel was nominated by the directors to fill the vacancy subject to confirmation by the shareholders at this meeting.

The retiring auditors, Messrs. A. O'D. Gourdin and W. Hutton Potts also offer themselves for re-election.

E. GOETZ,  
Chairman.

Hongkong, 28th January, 1907.

## BALANCE SHEET.

Assets.	
Dec. 31, 1906.	
Value of steamers <i>Honam</i> , <i>Powan</i> , <i>Hengshan</i> , <i>Sut-An</i> , <i>Sut-Tai</i> , and <i>Tungshan</i> 4th of <i>Kinshan</i> and 1st of <i>Sai-son</i> , <i>Nanning</i> , <i>Lintao</i> , and <i>Santai</i>	\$1,149,800.00
Value of lighters <i>Santai</i> and <i>Wolfe</i>	8,000.00
Value of wharves, bulk and moorings	71,250.00
Value of properties at Canton, Wuchow and Kungkun	133,246.77
Value of spare gear and stores	16,269.57
Value of furniture	14,000.00
Value of shares in public companies	571,748.00
Value of Chinese bonds	693.10
Loans on mortgage	486,000.00
Interest accrued	2,457.92
Sundry debtors	56,922.01
Hongkong and Shanghai Bank Corporation current account	51,602.62
	\$2,549,439.87

## Liabilities.

Dec. 31, 1906.	
Amount of capital, 80,000 shares of \$15 each fully paid up	\$1,200,000.00
Amount at credit of depreciation and insurance fund	600,000.00
Amount at credit of equalization of dividend fund	250,000.00
Amount at credit of investment fluctuation account	114,224.63
Hongkong and Shanghai Banking Corporation loan account	250,000.00
Unclaimed dividends	6,919.00
Sundry creditors	28,126.16
Amount at credit of profit and loss	100,170.08
	\$2,549,439.87

## PROFIT AND LOSS ACCOUNT.

Dec. 31st, 1906.	
To Repairs to steamers, special account brought forward from last a/c	\$15,000.00
Amount paid for repairs to steamers	4,444.97

To Company's properties of (losses in connection with the stranding of <i>s.s. Fatshan</i> , <i>Kinshan</i> , <i>Hengshan</i> , <i>Lungshan</i> and raising and repairing lighter <i>Wolfe</i> )	49,491.29
Difference between book value and price realized for company's 1/3rd share of <i>s.s. Tak Wing</i>	14,105.39
Less Amount recoverable from underwriters	2,466.66
Electric light installation <i>s.s. Hengshan</i>	11,638.73
Directors and auditors' fees	4,000.00
Dividend of \$1 per share on 80,000 shares	\$80,000.00
Amount to be carried forward to new a/c	20,170.08
	100,170.08
	\$188,999.07

Dec. 31, 1906.	
By Amount brought forward from last account	\$1,464.07
Net earnings of steamers	136,317.36
Interest on investments	39,223.43
Transfer fees	44.00
Difference between book value and price realized for company's 4th share of steamer <i>Fatshan</i>	7,949.31
	\$188,999.07

DEPRECIATION AND INSURANCE FUND.	
Dr.	
To balance, December 31st, 1906.	\$600,000.00
Cr.	
To balance, June 30th, 1906.	\$600,000.00
	\$600,000.00

EQUALIZATION OF DIVIDEND FUND.	
Dr.	
To balance, December 31st, 1906.	\$250,000.00
Cr.	
To balance, June 30th, 1906.	\$250,000.00
	\$250,000.00

## COMMERCIAL.

## TO-DAY'S INTELLIGENCE.

Buyers:—National Banks \$51, Union Insurances \$800, China Fires \$961, Shell Transports 31/6, Hongkong Hotels \$121, Cements \$21, Ice \$250, Powells \$71.  
Sellers:—Hongkong Banks \$925, Canton Insurances \$395, China and Manilla \$21, Douglas \$36, China Sugars \$31, Raubs \$81, Hongkong Docks \$143, Kowloon Wharves \$95, Hongkong Cottons \$114, China Borneo \$10, Electric \$16, Ropes \$21, China Lights \$91, A. S. Watsons \$12.  
Sales:—Macao Steamboats \$30, Hongkong Docks \$143, Cements \$21.  
Nominal:—Hongkong Fires \$375, Indo-China \$87, Shanghai Docks \$107, Hongkong Wharves \$12, 233, Hongkong Lands \$107, West Point \$50, Humphreys Estates \$12, China Providents \$870, Dairy Farms \$161, Tramways \$215.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	2/2 1/2
Do. demand	2/2 1/2
Do. 4 months' sight	2/2 1/2
France—Bank T.T.	2/2 1/2
America—Bank T.T.	2/2 1/2
Germany—Bank T.T.	2/2 1/2
India T.T.	2/2 1/2
Shanghai—Bank T.T.	2/2 1/2
Singapore T.T.	2/2 1/2
Japan—Bank T.T.	2/2 1/2
Buying.	
4 months' sight L/C	2/2 1/2
6 months' sight L/C	2/2 1/2
30 days' sight San Francisco & New York	2/2 1/2
1 month's sight do.	2/2 1/2
30 days' sight Sydney and Melbourne	2/2 1/2
4 months' sight France	2/2 1/2
6 months' sight do.	2/2 1/2
4 months' sight Germany	2/2 1/2
Bar Silver	31 1/2
Bank of England rate	5 1/2
Sovereign	\$8.92

THE *Manila Times*, of 1st inst., says:—Customs Inspector P. G. Vernal smiled upon the Chinese chow pots aboard the *Linan* yesterday and before the ship sailed he had dug up 2,828 Conant cartwheels from the belongings of the 156 Chinese passengers. Most of it came from the chow pots. Inspector Vernal was assisted by his four guards and four of the Customs secret service men under his charge. Receipts were given for the money and it was brought ashore in two large sacks. In Inspector Vernal's office it was counted, wrapped in packages of fifty pesos each and stored away in the Surveyor's safe.

## To-day's Advertisements.

**FIRE INSURANCE ASSOCIATION OF HONGKONG.**  
PUBLIC HOLIDAY.  
IN accordance with Government Notification No. 78, FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, TO-MORROW (WEDNESDAY), 6th February, 1907.

By Order,  
A. R. LOWE,  
Secretary.  
Hongkong, 5th February, 1907.

**WANTED.**  
PRIVATE TUITION FOR BOY in English, French, Mathematics, etc., one hour daily. Apply, stating terms, etc., to—  
C/o Hongkong Telegraph  
Hongkong, 5th February, 1907.

## To-day's Advertisements.

**NOTICE.**  
It is requested that Residents will kindly decorate their Hong by a suitable display of BUNTING on the occasion of the arrival of THEIR ROYAL HIGHNESSES THE DUKE AND DUCHESS OF CONNAUGHT and the PRINCESS PATRICIA TO-MORROW (WEDNESDAY), the 6th instant.  
By Order,  
T. F. HOUGH,  
Hon. Secretary,  
Reception Committee.  
Hongkong, 5th February, 1907.

## THE SHU ON STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING OF THE COMPANY will be held at the Company's Registered Office No. 8, Queen's Road West, Victoria, Hongkong, on THURSDAY, the 6th day of the 1st Moon of the 3rd year of Kwong Sui (the 21st day of February, 1907), at 12 o'clock noon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 5th day of February, 1907, will be submitted for confirmation as Special Resolutions:—

1.—That the capital of the Company be increased from \$250,000 to \$350,000 by the issue of 5,000 fully paid up new shares of \$50 each ranking for dividend, voting power and in all other respects pari passu with the existing shares of the Company.  
2.—That such new shares be offered in the first instance to the persons who on the 19th day of February, 1907, shall be the registered shareholders of the Company in the proportion of one new share for every old share held by them and that such offer be made by notice specifying the number of shares which each such registered shareholder shall be entitled to take up and limiting the time within which the offer if not accepted by payment of the full amount of \$50 per share will be deemed to be declined and that the Directors be empowered to dispose of the shares not taken in response to such offer as they consider expedient in the interests of the Company.

By Order of the Board,  
CHAU CHEUK FAN,  
Manager,  
Shu On Steamship Co., Ltd.  
Hongkong, 5th February, 1907.

## PUBLIC AUCTION.

AT the Undersigned's Sales Room, 2, Zeland Street, ON

SATURDAY, the 9th February, 1907, at 2.30 P.M.  
HOUSEHOLD FURNITURE of all descriptions, ALSO

2 New TYPEWRITING MACHINES.  
On view Friday.  
TERMS:—As usual.

F. KIENE,  
Auctioneer,  
Telephone No. 574.  
Hongkong, 5th February, 1907.

## "SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, LONDON AND STRAITS.

## THE Steamship

## "MONMOUTHSHIRE."

Captain G. E. Warner, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claim will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to sale.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 2 P.M.  
No Fire Insurance has been effected.

Owing to a fire having occurred on this steamer and a General Average being thereby incurred, Consignees of Cargo will require to sign the Average Bond, lying at the Office of the Undersigned, before their Bills of Lading can be countersigned and delivery of their Cargo obtained.

SHEWAN, TOMES & Co.,  
Agents, "Shire" Line.  
Hongkong, 4th February, 1907.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MADRAS, RANEAH FOR S. PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERBIAH GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "DELTA."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SUNDAY, the 10th February, 1907, taking Passengers and Cargo for the above Ports in connection with the Company's *S.S. Mongolia*, 6,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London &c., will be conveyed from Bombay by the *R.M.S. Arabia*, due in London on 22nd March, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
For further Particulars, apply to—  
E. A. HEWETT,  
Superintendent.  
Hongkong, 5th February, 1907.

## THE ROBINSON PIANO CO., LD.

## TALKING MACHINES AND RECORDS.

New Stock just arrived  
LARGE AND VARIED ASSORTMENT

MUSIC  
Comic Opera Scores  
and Dance Music.  
RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906.

## THE ORIGINAL CANADIAN CLUB WHISKY.



Per Case 12 Bottles ..... \$30.00

AGENTS:  
H. PRICE & CO.  
WINE AND SPIRIT MERCHANTS  
12, QUEEN'S ROAD CENTRAL.  
Hongkong, 11th January, 1907.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF INDIA" 6,000	THURSDAY, February 14th.....March 4th
"ATHENIAN" 3,882	WEDNESDAY, February 20th.....March 10th
"MONTEAGLE" 3,163	WEDNESDAY, February 27th.....March 17th
"EMPERESS OF JAPAN" 6,000	THURSDAY, March 14th.....April 1st
"TARTAR" 4,425	WEDNESDAY, March 27th.....April 10th
"EMPERESS OF CHINA" 6,000	THURSDAY, April 11th.....April 29th

"EMPERESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOREA, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with the Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons and register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....14d St. Lawrence 60s. Via New York 62s.  
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....40s.  
R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all ports, and to AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information: Maps, Routes, Hand Books, Rates of Freight and Passage, apply to H. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA	NAM SANG	FRIDAY, 8th Feb., 3 P.M.
MANILA	LOUNG SANG	FRIDAY, 8th Feb., 4 P.M.
SHANGHAI	CHOY SANG	SATURDAY, 9th Feb., 4 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Cebu, Tientsin, (via Ching Wan Tao) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

## CHINA NAVIGATION CO., LIMITED.

CEBU and ILOILO	KAIFONG	7th February, 4 p.m.
AMOI, NINGPO and SHANGHAI	TAM SUI	8th " "
SHANGHAI	YOHOW	11th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	TAIYUAN	11th " "
YOKOHAMA and KOBE	TSINAN	14th " "
MANILA	TAMING	14th " "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

## HONGKONG—MANILA.

Highest Class; newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon—amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUH	3540	R. Almond	MANILA (DIRECT)	FRIDAY, 8th Feb., at 5 P.M.
ZAFIRO	3540	R. Rodger	"	SATURDAY, 16th Feb., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 5th February, 1907.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

Steamship "LOWTHER CASTLE".....The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 17th January, 1907.

## Shipping—Steamers.

HAMBURG-AMERIKA LINIE.  
PASSENGER SERVICE.

BY the new steamers "RHEINLAND," "HAMBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amply lighted throughout by electricity, fans provided in each cabin, the berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

## NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SCANDIA.....10th February.	SILESIA.....10th February.
HAMBURG.....3rd March.	SAMBIA.....15th February.
RHEINLAND.....1st April.	SAXONIA.....22nd February.
HOHENSTAUFEN.....30th April.	AVONIA.....13th March.
SILESIA.....31st May.	SCANDIA.....20th March.
SCANDIA.....30th June.	BRASILIA.....24th March.
Hongkong, 4th February, 1907.	HAMBURG.....5th April.
	HOHENSTAUFEN.....29th May.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light, and a duly qualified Surgeon is carried.

W.H.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th January, 1907.

STEAM TO CANTON.

The New Twin Screw Steel Steamer

"KWONG TUNG".....12th Feb. W. WALKER. Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening. Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$1 each. Meals.....\$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., No. 8, Queen's Road West. Hongkong, 14th January, 1907.

Consignees.

S.S. "AUSTRALIEN," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Matapan* and *Cordovan*, from Havre ex s.s. *Matapan*, and from Bordeaux ex s.s. *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 11th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 11th instant, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 4th February, 1907.

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamer

"HELLAS,"

Captain Neumann, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless intimation to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 4th February, 1907.

"SHIRE" LINE OF STEAMERS.  
FOR LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"

will be despatched for the above Ports, on or about the 20th February.

For Freight and further particulars, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 17th January, 1907.

Consignees.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"LOWTHER CASTLE,"

Captain Lightoller, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on the 11th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Owing to this steamer having grounded in the Suez Canal, in consequence of which a General Average will be incurred, Consignees must sign Average Bond, and pay a deposit of 3% on Invoice value of their Goods before Bills of Lading can be countersigned and delivery of their Cargo obtained.

Average Bond is lying at the Office of the Undersigned.

SHEWAN, TOMES & Co., General Agents.

Hongkong, 4th February, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignee's Goods will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 1st February, 1907.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless intimation to the contrary be given before FRIDAY, the 1st February, at 3 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th February, at 9.30 A.M.

All Claims must reach us before the 15th February, 1907, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 14th February, 1907.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS:—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition.

published for despatch by the homeward mail

The daily is recommended as more generally

Suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates

largely among all classes of the community,

is the largest daily newspaper and has a

wide circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are

instructed to display the advertisement, when

any effective style of type will be adopted.

This standard runs exactly eight lines to the

inch, and about eight words to the line.

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

at each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done, under European supervision, well executed, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.,

1, Ice House Road,

Hongkong.

## THE "SHELL" TRANSPORT AND TRADING CO., LD.

(Continued from page 5.)

The new companies are to issue to the two vendor companies as part consideration for the sale, fully paid ordinary shares to the nominal value of ten millions sterling; 60 per cent. of these shares being issued to the Royal Dutch, and 40 per cent. to the Shell Company. The assets of the Royal Dutch and the Shell Company are to be transferred to the new company free from all encumbrances. All cash and cash investments outside the business belonging to the Royal Dutch Company and the Shell Company, and all book debts, and other amounts due, or to become due to those companies, in respect of any period prior to January 1, 1907, are exempted from the sale.

Notwithstanding that each of the vendor companies is to discharge all its own liabilities as on December 31, 1906, special exception is made in respect of certain liabilities of the Shell Company, and of the Nederlandsche Industrie en Handel Maatschappij which are agreed as amounting on December 31, 1906, to £285,000, and this is to be liquidated in the following manner:—The new company is to pay to the Shell Company interest at the rate of 5 per cent. per annum on this amount, but the Shell Company is to itself discharge out of its share of the profits the sum of £185,000 by applying one-half of all dividends received by it from the new company in excess of £150,000 per annum in respect to the first ten years' working; until the amount of £285,000 is wiped out, but should the dividends received from the new company in this form not suffice to extinguish that sum during the first ten years, the new company is to itself discharge any balance remaining at the expiration of that period. The new company takes over at agreed prices the whole of the stocks and materials belonging to both companies, as any outstanding policies of insurance or assurance. The new company will indemnify both the Shell Company, Messrs. V. Samuel and Co., and the Royal Dutch Company in respect of any consequences arising through any breach of the agreements under which the properties are held. Notwithstanding that the power of the management of the business will be in the hands of the Royal Dutch, it is expressly provided that no further capital is to be erected or issued, and no fresh parties shall be admitted as shareholders except with the consent of four-fifths of the directors. It is also provided that in the event of the liquidation of the new company, or its sale as a going concern at any time before Jan. 31, 1932, notwithstanding that the shares are held in different proportions, the net proceeds up to an amount of nine millions sterling shall be divided equally between the Royal Dutch and the Shell Company, and the balance only to be divided in the proportion of the shares held by each company. As a consideration for giving the Royal Dutch the practical control of the business, it is expressly provided that for a period of ten years from Jan. 1, 1907, the first £375,000 of profits available for dividend in each year shall be dealt with as follows:—(1) The first £50,000 is to go to the Shell Company; (2) then £12,000 to the Royal Dutch Company; (3) then £100,000 to the Shell Company; (4) then £123,000 to the Royal Dutch; making a total of 60 per cent. of £375,000 to the Royal Dutch, and 40 per cent. to the Shell Company. Any deficit in the payment of this 60 per cent. to the Royal Dutch or 40 per cent. to the Shell Company, in any year or years is to be made up out of the surplus profits of subsequent years before any further dividend beyond the £375,000 is payable. The Royal Dutch is to purchase and pay for as on Jan. 1, 1907, 500,000 ordinary shares of £1 each in the Shell Company at 30s. per share ex 5 per cent. dividend for 1906. The Royal Dutch undertakes not to part with any of these shares without the consent of the Board of the Shell Company. I believe the concise details which I have thus given will enable every shareholder to grasp the bearing of the combine, and I wish distinctly to declare that it is a defensive and not an offensive alliance; but it must be quite obvious that we are in a better position to make treaties or to conduct our own defence, when acting in perfect union, than when we are obliged to consider conflicting interests. There are two points which require explanation. The first is the item of £285,000, the remaining liabilities of the Shell Company, which arise, of course, principally from the fact that we have undertaken to find £200,000 of new working capital for the combine, but I think it will be a source of great gratification to the shareholder, to find that the financial position of the company is so sound as to have enabled them to discharge the whole of their outstanding liabilities out of their own resources with the exception of about £150,000. It is quite impossible for us to state definitely the amount of the Shell Company's requirements until the books for 1906 are made up. They will probably amount to £350,000, but upon this, as to £280,000, they receive 5 per cent. interest from the new company, and I do not think I am at all sanguine in predicting that, without unduly trenching upon our dividends, we shall be able to discharge this debt in a very short time. The directors have made arrangements to borrow the sum required as an ordinary debt at 5 per cent. per annum to be repaid at the convenience of the company. The next point is that the preference shareholders obtain for a period of ten years a prior right to their dividend on the earnings of the whole combine, whilst they have, of course, in



interests of their shareholders but to recognise that as their supplies of oil are obtained from territory under Dutch jurisdiction, it is sounder policy to amalgamate those interests with those of other Dutch producers enjoying the confidence and aid of their Government, and I therefore ask you to pass the resolution, which we have invited you to, authorising your directors to take all the necessary steps to complete the amalgamation with the Royal Dutch Company.

Mr. Jardine seconded the resolution. A Shareholder: May I ask what will be the position of the preference shareholders as to capital? Do they retain the same preference as to capital, they have now?

The Chairman: Exactly the same. The Shell Company remains, you know, as a standing concern; only they become a holding company, with all their stock in the other companies. I think the position of the preference shareholders is a magnificent one under this scheme, although I am a very large holder of the ordinary shares. We have paid special attention to the preference shareholders.

A Shareholder: Would they hold simply on the shares of the new company? They would not have a direct hold on the assets?

The Chairman: They will have as much as they have now. The preference shares are a perpetual charge. They are not liable for repayment. But in case of liquidation yes.

A Shareholder: May I ask if the preference shares have a first charge on the assets of the two combined undertakings in perpetuity?

The Chairman: No, they have not; only on the Shell Company's shares. The resolution was carried unanimously with cheers.

A hearty vote of thanks to the chairman and directors was passed.

The Chairman: We have to thank you for the resolution which you have just passed. I may say that I am rather surprised it has not occurred to anybody to ask us what the financial result this operation will be. We have circulated, as we promised we would, the balance-sheet of the Royal Dutch Company, and I think any business man will agree with me that it is a very remarkable one. You will see that they have written down the bulk of their assets to an absolutely nominal amount, and they show, after doing that, and writing off in a way which I do not think any British company would ever dream of doing, a divisible balance of £6,000,000, or £5,000,000. The Shell Company, as you are aware, distributed last year among their preference and ordinary shareholders £150,000, so that, whichever way you look at this, it is most excellent business for the Shell Company, and as I have said before, I think it will prove equally so for the Royal Dutch. That the combined companies have before them a period of great prosperity I have not the slightest doubt; and I quite agree with Mr. Dalmeida, and I shall be very disappointed with the results if the Shell Company will not be able to pay permanently much higher dividends than they have paid up to now. (Applause.)

The proceedings then terminated.—L. G. C. Express.

## Shipping.

### Arrivals.

Rubi, Br. s.s., 1,611, R. W. Almond, 4th Feb.—Manila and Feb. Gen.—S. T. & Co.  
Loongang, Br. s.s., 1,092, A. G. Smith, 4th Feb.—Manila 1st Feb. Gen.—J. M. & Co.  
Wakatu, Br. s.s., 3,884, A. Christiansen, 4th Feb.—Shanghai 1st Feb. Gen.—N. Y. K.  
Fri, Nor. s.s., 860, C. Warle, 4th Feb.—Sourabaya 21st Jan. Sugar—Aagaard, Thoresen & Co.  
Newton Hall, Br. s.s., 2,675, H. C. Hostler, 4th Feb.—Penarth 18th Dec. 1906, Coal—Admiralty.  
Schuyllkill, Br. s.s., 1,860, Anderson, 4th Feb.—New York and Amoy 3rd Feb. Kerosine, B. O. Co.  
Huangyang, Br. s.s., 1,356, S. Wilde, 5th Feb.—Canton 4th Feb. Gen.—J. M. & Co.  
Hailan, Fr. s.s., 377, L. Andersen, 5th Feb.—Fakhoi 2nd Feb. and Hoihow 3rd, Gen.—A. R. M.  
Monmouth, Br. 1st-class cruiser, 9,800, J. A. Tukey, 5th Feb.—from Mitsui Bay.  
Haimun, Br. s.s., 636, A. J. Robinson, 5th Feb.—Swatow 4th Feb. Gen.—D. L. & Co.  
Taisun, Ch. s.s., 1,216, R. Stephen, 5th Feb.—Canton 5th Feb. Gen.—C. M. S. N. Co.

### Clearances at the Harbour Office.

Quinta, for Saigon.  
Kagawa, for Manila.  
Nippon Maru, for Shanghai.  
Michiko, for Hongkong.  
Yon, for Manila.  
Lowther Castle, for Shanghai.  
Lock Sun, for Swatow.  
Chow, for Swatow.  
Huangyang, for Swatow.  
Amigo, for Pakhoi.  
Monmouthshire, for Shanghai.  
Hailan, for Hoihow.

### Departures.

Feb. 5.  
Oceania, for Europe.  
Australia, for Shanghai.  
Nippon Maru, for San Francisco.  
Yingchow, for Saigon.  
Thames, for Rangoon.  
Follis, for Saigon.  
Kaituma, for Hoihow.  
Michiko, for Hoihow.  
Schuyllkill, for Canton.  
Kagawa, for Tacoma.  
Kagawa, for Seattle.  
Yon, for Manila.

### Passengers arrived.

Per Haimun, from Swatow—Rev. Father Katerphon, Mr. Sims, and 107 Chinese.  
Per Loongang, from Manila—Lieut. J. K. Baymore, U.S.N., and Mr. N. T. Rasmussen.  
Per Rubi, from Manila—Messrs. B. Licht, F. Muller, Mr. and Mrs. Holliday, Mr. and Mrs. G. Guild, Mrs. J. S. Day, Mr. and Mrs. Gale and child, Miss E. Van Vleet, Mrs. W. L. Boreham, Mr. L. Warner, Miss E. Forbes, Mrs. F. H. Thompson, Lieut. C. W. Owens, Lieut. Comdr. H. George B. L. Moss, Mr. and Mrs. G. O. McInnis, Mr. and Mrs. Parkhurst, Mr. D. Stevens, 14 Chinese, and 4 Japanese.

Shipping Reports  
Str. Haimun from Swatow—Moderate NE, fine and clear.  
Str. Loongang from Manila—Moderate NE, moonsoon.  
Str. Rubi from Manila—Moderate moonsoon, fine clear weather.

### Yen's in P.R.

Amara, Br. s.s., 1,567, Matlock, 1st Feb.—Saloon 27th Jan. Rice—J. M. & Co.

Amigo, Ger. s.s., 831, Baltzen, 4th Feb.—Pakhoi 21st Jan. and Hoihow 2nd Feb. Pigeon and Gen.—J. M. & Co.

Chowching, Br. s.s., 1,216, S. F. Payne, 3rd Feb.—Saloon 28th Jan. Rice—J. M. & Co.

Chow, Ger. s.s., 1,055, P. Hermel, 28th Jan.—Bangkok 18th Jan. and Swatow 17th Jan. Rice and Wood, etc.—B. & S.

Drufar, Nor. s.s., 1,102, J. Bing, 1st Feb.—Bangkok 23rd Jan. Gen.—N. Y. K.

Empress of India, Br. s.s., 5,035, E. Southam, 28th Jan.—Vancouver, (B.C.) 29th Dec. and Shanghai 11th Jan. Mail and Gen.—C. P. R. Co.

Fukushima Maru, Jap. s.s., 1,090, T. Ito, 2nd Feb.—Amping 30th Jan. Gen.—O. S. K.

Germania, Ger. s.s., 1,714, H. Lorenzen, 27th Jan.—Sourabaya 15th Jan. Gen.—J. & Co.

Hanoi, Fr. s.s., 739, P. Merlees, 2nd Feb.—Haiphong and Hoihow 1st Feb. Gen.—A. R. M.

Helm, Nor. s.s., 758, Eriksen, 4th Feb.—Bangkok 25th Jan. Rice—Yuen Fat Hing.

Hellas, Ger. s.s., 1,536, C. Neumann, 4th Feb.—Sabang 24th Jan. Gen.—H. A. L.

Huichow, Br. s.s., 1,225, A. Forsyth, 2nd Feb.—Cebu and Hoihow 29th Jan. Sugar—B. & S.

Indradeo, Br. s.s., 1,567, Matlock, 19th Jan.—Sydney 24th Dec. 1906, S. T. & Co.

Italer, Ger. s.s., 2,269, A. Emig, 3rd Jan.—Saloon 26th Jan. Rice and Paddy—S. & Co.

Kaga Maru, Jap. s.s., 1,795, K. Yamashita, 28th Jan.—Molli 23rd Jan. Gen. and Coal—Fukuei & Co.

Kaifong, Br. s.s., 897, E. Fin'ayson, 15th Jan.—Cebu and Hoihow 10th Jan. Sugar—B. & S.

Kiyo Maru, Jap. s.s., 1,448, S. Hirai, 4th Feb.—Saloon 28th Jan. Gen.—Gilmann & Co.

Lowther Castle, Br. s.s., 2,961, Wm. Lightoller, 2nd Feb.—New York via Aden and Singapore 17th Nov. 1906, Gen.—S. T. & Co.

Mercedes, Br. transport, 2,903, J. S. McGregor, 29th Jan.—Singapore 22nd Jan. Coal—Admiralty.

Monmouthshire, Br. s.s., 3,366, G. E. Warner, 3rd Feb.—London 19th Dec. 1906, and Singapore 27th Jan. Gen.—S. T. & Co.

Montagu, Br. s.s., 4,953, S. Robinson, 14th Sept.—Vancouver, 20th Aug. and Shanghai 11th Sept. Flour, Lead and Gen.—C. P. R. Co.

Nam Sang, Br. s.s., 2,591, P. H. Rolfe, 30th Jan.—Calcutta 15th Jan. via Penang and Singapore 24th Jan. Gen.—J. M. & Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 19th June.—Manila 16th June, Ballast—Barretto & Co.

N. S. de Rosario, Am. s.s., 715, M. Lopez, 18th Jan.—Manila 6th Jan. 1906, Ballast—Barretto & Co.

Pongtong, Ger. s.s., 997, W. Botelhor, 1st Feb.—Bangkok via Hoihow 31st Jan. Rice and Teakwood—B. & S.

Providence, Nor. s.s., 693, H. Skarrebø, 25th Jan.—Hongay 23rd Jan. Coal—Wallen & Co.

Quinta, Ger. s.s., 987, Fruhm, 28th Jan.—Bangkok 21st Jan. Rice—S. T. & Co.

Sarangani, Am. s.s., 428, Vitter, 7th Sept.—Manila 4th Sept. Ballast—Order.

Shantung, Br. s.s., 1,835, J. Robinson, 2nd Feb.—Java 22nd Jan. Sugar—B. & S.

Simonggan, Dut. s.s., 1,200, Zuiderhout, 30th Jan.—Samarang and Singapore 23rd Jan. Sugar—Yuen Fat Hing.

Suisang, Br. s.s., 1,776, T. A. Mitchell, 25th Jan.—Calcutta 10th Jan. Coal—J. M. & Co.

Tacoma, Am. s.s., 9,665, E. W. Roberts, 28th Jan.—Tacoma via Japan Ports 13th Dec. Gen.—D. & Co.

Taiwan, Br. s.s., 1,049, J. A. Martin, 4th Feb.—Saigon 29th Jan. Rice—Chinese.

Telemachus, Br. s.s., 1,342, Williams, 31st Jan.—Saigon 25th Jan. Rice, Meal and Gen. W. Fat Seng.

Tinhon, Br. s.s., 901, T. R. Kidd, 31st Jan.—Saigon 26th Jan. Rice—A. K. & Co.

Undine, Nor. s.s., 1,113, H. Thorkjensen, 23rd Dec.—Chow, 17th Dec. Gen.—Aagaard, Thoresen & Co.

Wakamatsu Maru, Jap. s.s., 3,778, N. Grda, 31st Jan.—Molli 2nd Jan. Coal—M. B. K.

Yruba, Am. s.s., 469, H. Nelson, 16th Oct.—Amoy 14th Oct. Ballast—Yong Chung.

### Sailing Vessels.

E. B. Sutton, Am. ship, 1,639, Butmann, 22nd Dec.—Haiphong 1st Dec. Ballast—A. K. & Co.

Ponape, Ger. sch., 220, H. Martens, 31st Dec.—Vap 20th Dec. Ballast—German Consul.

Prince George, bk., 472, A. R. Anderson, 18th Oct.—Manila 26th Sept. Old Iron—Order.

### Steamers Expected.

Vessel	From	Agents	Due
Delhi	Singapore	P. & O. Co.	Feb. 6
P. S. S. S. S.	Singapore	M. & C. Co.	Feb. 6
Bencich	Singapore	G. L. & Co.	Feb. 6
Taiwan	P. Darwin	B. & S.	Feb. 7
TJiliwong	Kobe	J. C. J. L.	Feb. 7
Doric	Japan	O. & O. Co.	Feb. 8
Scandia	Singapore	H. A. L.	Feb. 8
Riojun Maru	Molli	N. Y. K.	Feb. 8
Sachsen	Singapore	M. & C. Co.	Feb. 8
Atsuharu	Shanghai	C. P. R. Co.	Feb. 9
Kawachi Maru	Singapore	N. Y. K.	Feb. 9
Taiyuan	Manila	B. & S.	Feb. 9
TJilimahi	Manila	J. C. J. L.	Feb. 10
Gneisenau	Japan	M. & C. Co.	Feb. 11
Araba	Japan	P. & A. Co.	Feb. 12
Princess Alice	Coleombo	M. & C. Co.	Feb. 13
Kumsang	Singapore	J. M. & Co.	Feb. 13
Emp. of Japan	Vancouver	C. P. R. Co.	Feb. 13
Bombay Maru	Bombay	N. Y. K.	Feb. 22

### Ships Passed The Canal.

22nd January—Bangkok, Flinthatch, Danbigh, Glauco, Manila. 25th January—Roon, Radnorshire, Slavonia, Suavia, Tonkin, Prince Elia, Friedrich, Kamakura Maru, Princess Alice. 26th January—Kowang Shi, Polyphamus, Tunkat, Britonshire, Drumgall, Elkanter, Glenlivet, Raitara, St. Domingo, St. Patrick. 1st February—C. Ford, Laitis, Calchas, Dardanus, Verona, Yarra, Namur, Nile. Arrivals at Home—22nd January—Polynesian, Sthonia, Trinita, Prince Regent, Lufeld. 25th January—Marionkirk, Myrland. 28th January—Maugon. 29th January—Rhinania. 1st February—Glanvyn, Prince Elia, Friedrich, Yeddo, Bismohr, Braemar, Pak Ling. 4th February—Perseus.

HONGKONG AND WHAMPOA DOCKS.	
Yongking	at Kowloon Dock
Kwongchow	"
Prins Waldemar	"
Emeraude	"
Sorsong	"
Monteagle	"
Fronda	"
Z. V. de Aldecoa	"
Powan	"
Yangmoo	"
Frighoff	"
Empress of India	"
Peng Fei	Comopolitan
Halton	"
Kaifong	Aberdeen

### CHINA COAST METEOROLOGICAL REGISTER.

February 4th, 1907, a.m.

Bar. Th. Hg. Wind W.

return	4 a.m.	30.05	SW	6	
Hakodate	"	30.10	SW	8	
Tokio	"	30.18	NW	2	
Kochi	"	30.23	NW	2	
Nagasaki	"	30.27	NW	2	
Kagoshima	"	30.10	NW	4	
Osaka	"	30.08	NW	2	
Higashikuma	"	30.09	SW	2	
Chefoo	6 a.m.	30.24	SW	2	b
Weihaiwei	9 a.m.	30.31	W	0	b
Hankow	6 a.m.	30.49	NE	1	b
Kinkiang	"	30.32	WNW	3	
Shanghai	9 a.m.	30.32	WNW	4	om
Guttsiaf	"	30.30	WNW	3	
Sharp Peak	"	30.33	WNW	4	
Amoy	6 a.m.	30.14	NE	3	
Swatow	"	30.10	NE	3	
Taihou	5 a.m.	30.15	NE	3	
Taichow	"	30.14	NE	3	
Tainan	"	30.12	NE	3	
Koshun	"	30.09	NE	3	
Pescadores	"	30.13	NE	3	
Canton	9 a.m.	30.19	NW	3	
Hongkong	10 a.m.	30.18	NW	3	b
Victoria Peak	"	30.18	NE	3	
Gap Rock	"	30.18	NE	3	
Macao	"	30.18	NE	3	
Hoihow	9 a.m.	30.18	NE	3	
Pakhoi	"	30.18	NE	3	
Phu Lien	10 a.m.	30.18	NE	3	
Tourane	"	30.18	NE	3	
C. St. James	"	30.18	NE	3	
Apari	6 a.m.	30.01	S	1	b
Manila	10 a.m.	30.00	N	1	b
Legaspi	6 a.m.	29.95	NE	1	c
Bacolod	9 a.m.	29.95	NE	1	c
Ililo	"	29.95	NE	1	c
Cebu	"	29.91	N	1	c
Labuan	"	29.92	N	1	c

February 5th, 1907, a.m.

Vladivostok	7 a.m.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
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Barometer ..... 30.15  
Temperature ..... 65  
Humidity ..... 74  
Rainfall ..... 75

## Post Office.

A Mail will close for:

Hoihow—Per Hailan, 6th Feb. 9 a.m.  
Calcutta—Per Opland, 6th Feb. 9 a.m.  
Shanghai, Yokohama and Kobe—Per Hailan, 6th Feb. 9 a.m.  
Swatow, Amoy and Foochow—Per Haimun, 6th Feb. 9 a.m.  
Macao—Per Sui Tai, 6th Feb. 1.15 p.m.  
Macao—Per Sui Tai, 7th Feb. 1.15 p.m.  
Swatow and Bangkok—Per Drufar, 7th Feb. 2 p.m.  
Cebu and Hoihow—Per Kaifong, 7th Feb. 3 p.m.  
Macao—Per Sui Tai, 8th Feb. 1.15 p.m.  
Singapore, Penang and Calcutta—Per Namyang, 8th Feb. 2 p.m.  
Manila—Per Loongang, 8th Feb. 3 p.m.  
Amoy, Ningpo and Shanghai—Per Tamsui, 8th Feb. 5 p.m.  
Manila—Per Rubi, 9th Feb. 11 a.m.  
Macao—Per Sui Tai, 9th Feb. 1.15 p.m.  
Shanghai—Per Yokohama, 11th Feb. 3 p.m.  
Fuzhou, &c., India, via Tutuoria—Per Delta, 9th Feb. 5 p.m.  
The Parcel mail will be closed on Saturday, the 9th inst., at 5 p.m.  
Singapore, Penang and Bombay—Per Capri, 11th Feb. NOON.  
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Taiyuan, 11th Feb. 3 p.m.  
Yokohama and Kobe—Per Trina, 12th Feb. 3 p.m.  
Man



## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEN, EGYPT, MEDITER-  
RANEAN PORTS, PLYMOUTH  
AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

"DELTA,"  
Captain C. L. Daniel, carrying His Ma-  
jesty's Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 9th February,  
1907, at Noon, taking Passengers and Cargo for  
the above Ports in connection with the Com-  
pany's S.S. *Mongolia*, 9,500 tons, from Colombo,  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement)  
will be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London, other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Arctia*  
due in London on 23rd March, 1907.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The Contents  
and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 29th January, 1907.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG  
FOR NEW YORK.

S.S. "SIKH" \* 9th February.  
S.S. "MUNCASTER CASTLE" 12th March.  
S.S. "LOWTHER CASTLE" 21st March.

\* This steamer has excellent Accom-  
modation for First-class Passengers at mode-  
rate rates.

For Freight and further information, apply  
to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 29th January, 1907.

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between  
HONGKONG, CALLAO and IQUIQUE,  
VIA JAPAN PORTS.

(KARATSU, KOBE AND YOKOHAMA).

THE Steamship

"KASATO MARU," 6,000 tons,  
Captain W. C. T. S. Filmer, will be despatched  
at above, in April, 1907.

Taking Freight and Passengers to other  
Western Coast Ports of South America.  
The above Steamer has splendid Accom-  
modation and is fitted throughout with Elec-  
tric Light. A duly qualified Surgeon is carried.  
For further information, apply to

K. MATSUDA,  
Manager,  
Yok Building,  
Hongkong, 27th December, 1906.

Queen's Buildings,  
Hongkong, 5th February, 1907.

## Intimations.

CUTLER, PALMER & CO.  
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

## ACHEE &amp; CO.

ESTABLISHED 1859

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

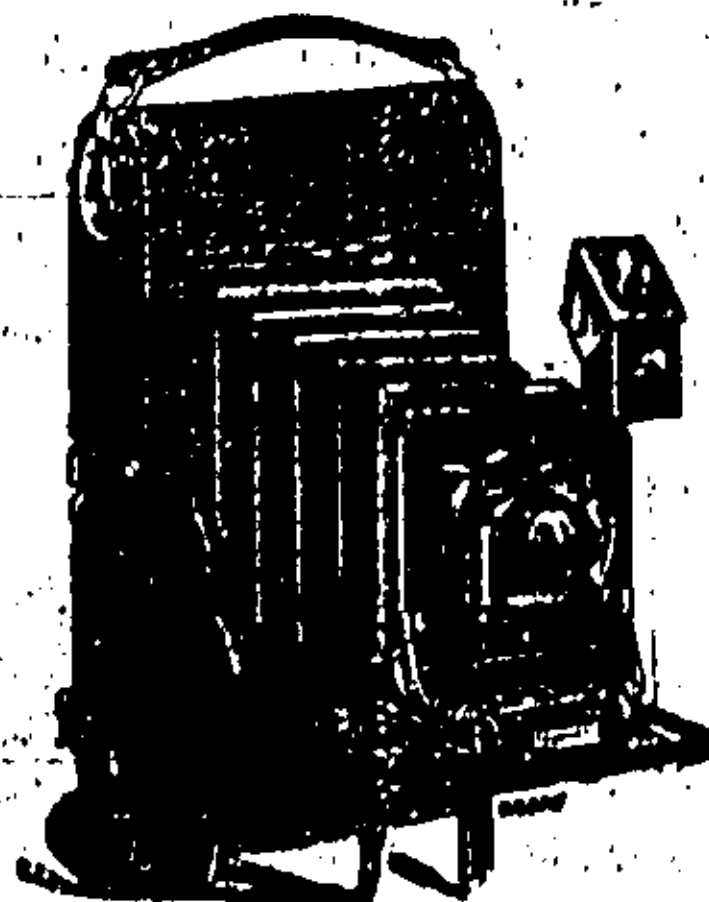
EASTMAN'S

&C.

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1907.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$1,250,000 \$1,000,000 \$1,273,751 \$150,000	\$1,712,472	\$1.15/- @ Ex. 2/11 = \$1.47 for first half- year 1906	5 %	\$205 sellers London 2188
National Bank of China, Limited	10,025	£7	£6	\$1,675,000 \$200,000	\$74,099	\$2 (London 3/6) for 1903	...	\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$205 sellers
North China Insurance Company, Limited	10,000	£15	£5	£110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$7,000,000 \$400,000 \$331,131 \$1,138,844 \$589,279 \$800,000 \$61,278 \$15,527 \$1,000,000 \$220,488 \$2,616 \$1,220,928	\$2,722,271	Interim div. of 43/- for 1905	5 %	\$300 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$508,334	\$12 and 53 special dividend for 1904	9 1/2 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$344,098	\$6 for 1904	6 1/2 %	\$97
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	6 1/2 %	\$375
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$264,638 \$93,562	\$6,563	\$14 for 1905	7 1/2 %	\$21
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$250,000 \$100,000 \$100,000 \$100,000	Nil.	\$2 1/2 for year ended 30.6.1906	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$100,000 \$144,366 \$120,000				